MASON'S
A-1 SAUCE
THE GOLD MEDAL SPECIALITY

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IF THE EYES
ARE THE WINDOWS OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL APPEARANCE.
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Cil., HONGKONG.

No. 19,313. 號三十百三千九萬一第 日六初月三年申庚 HONGKONG, SATURDAY, APRIL 24TH, 1920. 陸拜禮 號四廿月四年九國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs net.
In Bags 250 lbs. net.
SHEWAN TOMES, & CO.,
General Managers.
48

CONTREXEVILLE
A Natural Mineral Water
Bottled at the "Pavillon" Spring
Contrexeville (Vosges).
CALDBECK, MACGREGOR & Co.
18, QUEEN'S ROAD CENTRAL.
Telephone No. 75.
12

CARTRIDGES! CARTRIDGES! CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES, 12 10 and 20 bore. Loaded with E. C Powder, a powder which gives universal satisfaction.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.
82

A LING & CO.
18, QUEEN'S ROAD CENTRAL, Hongkong.
FURNITURE AND PHOTO GOODS STORE.
GLASS ETCHING, SIGN-BOARD AND MIRROR MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING PRINTING AND ENLARGING UNDERTAKEN.
TELEPHONE 1219.
63

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15 minutes	
8.00	to 9.30	"	10 "
9.30	to 11.00	"	15 "
11.30	to 12.30 p.m.	"	15 "
12.30 p.m.	to 2.30	"	10 "
2.30	to 5.00	"	15 "
5.00	to 8.00	"	10 "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.			
8.00	to 10.30 a.m.	Every 15 minutes	
10.30	to 11.00 a.m.	"	10 "
11.30	to 12.00 noon	"	15 "
12.00 noon	to 1.00 p.m.	"	10 "
1.00 p.m.	to 5.30	"	15 "
5.30	to 6.00	"	10 "
6.00	to 6.30	"	15 "
6.30	to 8.00	"	10 "

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.
57

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3 A Local.	No. 5 Through Express.	No. 7 Local.	No. 9 Through Slow.	No. 11 Local.	No. 13 Through Express.	No. 17 Local.	No. 23 Local.	No. 21 Special.	No. 25 Local.
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau)	dep.		7.20		8.35		3.10				
SHEK LUNG	arr.		8.40		11.07		4.46				
	dep.		8.45		11.17		4.50				
Shum Chun	arr.		10.25		2.00		6.40				
	dep.	7.27	10.30	8.10	4.30	11.45	6.45	3.00	5.04	6.11	9.04
Sheungshui	dep.	7.33	—	8.16	4.37	11.51	—	3.06	5.10	6.17	9.10
Fanling	dep.	7.37	—	8.21	4.42	11.56	—	3.10	5.14	6.21	9.15
Taipo Market	dep.	7.46	—	8.32	4.54	12.05	—	3.21	5.24	6.31	—
Taipo	dep.	7.52	—	8.37	5.00	12.10	—	3.27	5.30	6.38	9.36
Shatin	dep.	8.04	—	8.50	5.14	12.22	—	3.40	5.43	6.49	—
Yaumati	dep.	8.17	—	9.04	5.30	12.36	—	3.53	5.57	7.03	—
Hunghom	dep.	8.23	—	9.10	5.36	12.41	—	3.59	6.02	7.08	—
KOWLOON	arr.	8.30	11.10	9.13	5.39	12.44	7.25	4.02	6.05	7.09	9.47

Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

UP TRAINS

Stations		No. 4 Local.	No. 6 Through Express.	No. 8 Through Slow.	No. 10 Local.	No. 14 Local	No. 18 Local.	No. 20 Local.	*No. 12 Through Express.	No. 22 Local	No. 24 Local.
		a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leave	H.K.	6.23	7.55	9.05	10.15	11.45 a.m.	1.05	5.05	2.45	4.40	6.05
KOWLOON	dep.	6.46	8.10	9.20	10.30	12.01 p.m.	1.18	5.20	3.00	4.55	6.25
Hunghom	dep.	6.50	—	9.25	10.37	12.04	1.22	5.24	—	4.58	6.29
Yaumati	dep.	6.57	—	9.32	10.43	12.09	1.28	5.30	—	5.04	6.35
Shatin	dep.	7.09	—	9.46	10.56	12.23	1.40	5.42	—	5.14	6.47
Taipo	dep.	7.22	—	10.00	11.06	12.34	1.53	5.55	—	5.27	7.01
Taipo Market	dep.	7.28	—	10.07	11.13	12.3 8	1.59	6.00	—	5.33	7.05
Fanling	dep.	7.37	—	10.19	11.23	12.47	2.07	6.10	—	5.43	7.15
Sheungshui	dep.	7.41	—	10.23	11.27	12.51	2.11	6.15	—	5.48	7.19
Shum Chun	arr.	7.46	8.50	10.28	11.32	12.55	2.16	6.20	3.45	5.53	7.24
	dep.	—	8.55	10.50	—	—	—	—	3.45	5.56	—
SHEK LUNG	arr.	—	10.35	1.33	—	—	—	—	5.25	—	—
	dep.	—	10.40	2.15	—	—	—	—	5.30	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	5.10	—	—	—	—	6.40	—	—

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
Fanling	dep.	8.50	12.00	2.20	6.00		Shataukok	dep.	7.05	10.20	1.05	5.00
Shataukok	arr.	9.45	12.55	3.15	6.55		Fanling	arr.	8.00	11.15	2.00	5.55

43

H. P. WINSLOW, Manager.

MITSUBISHI ZOSEN KAISHA, LTD.
(EX MITSUBISHI DOCKYARD & ENGINE WORKS).
A1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI WORKS.
TELEGRAPHIC ADDRESS:—"DOCK." NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	58 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	560 feet	470 feet
Max. Breadth of Ship taken	56 "	66 "	98 "
Max. Draft of Ship taken	29 "	26 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.

Length on Keel	363 feet 0 inch.
Breadth at Entrance on bottom	56 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 0 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.
68

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION
TIENTSIN, NORTH CHINA.
21

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—Daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.).
Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.

NOTICES TO CONSIGNEES

GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motorvessel

"GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited thereon, and/or from the wharves delivery may be obtained.

Goods not cleared by Apr. 26th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Apr. 26th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
FARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, April 19th, 1920. [783

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LEITH & STRAITS.

The Steamship "BENCLEUCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whereon and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, April 21st, 1920. [792

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

FROM NEW YORK via PANAMA.

CONSIGNEES per Company's Steamer

"YANGTSZE"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after April 21st.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after April 27th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before May 11th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 21st, 1920. 793

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER,

BY

CAPTAIN C. V. LLOYD,

With Illustrations, Maps and Flags.

PRICE $1.75

On Sale at

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE BRITISH INDIA S. N. CO., APCAR LINE, STEAMER "MUTTRA"

Arrived Hongkong on April 21st, 1920.

FROM CALCUTTA, RANGOON AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, April 22nd, 1920. [800

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TEUCER"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after April 22nd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 22nd, 1920. 801

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavian, American, Continental, and South African Ports

THE Homeward Mail Steamer "DUNERA"

carrying His Majesty's Mail, will be despatched from this port about MAY 12TH, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the homeward-carrying Steamer for Marseilles and London.

Parcels will be received at the Office, until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co
Post Box 173
22 Des Voeux Road Central.

HOTELS

THE HONGKONG HOTEL CO., LTD.
OPERATING—
THE HONGKONG HOTEL
HOTEL MANSIONS.
THE REPULSE BAY HOTEL
J. H. TAGGART
Manager.

KING EDWARD HOTEL.
CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager
17

THE PEAK HOTEL.
1,500 feet above sea level.
15 minutes from landing stage
Under of the Management
MRS. BLAIR.
49

THE VICTORIA HOTEL.
CANTON.
Situated on the British Concession, Shameen
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.
Reasonable Rates.
Under the personal Management of
WM. FARMER.....Proprietor.
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COAL, GENERAL IMPORTS AND EXPORTS.
Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW, KANADA, KAMIYAMADA, BIRAI, and OYUBARI.
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Cable Address:—WASKISAL.
Codes:—A1, A. B. C., 5th Ed., Western Union and Bentley's.
Agency for:—THE MITSUBISHI MARINE AND FIRE INSURANCE Co.
THE OSAKA MARINE AND FIRE INSURANCE Co.
For particulars apply to—
S. SAYEKI, Manager,
14, Pedder Street, Hongkong.
56

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
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SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.

Early deliveries can be made of 15-b.h.p., 30-b.h.p., 45-b.h.p., and 70-b.h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

118

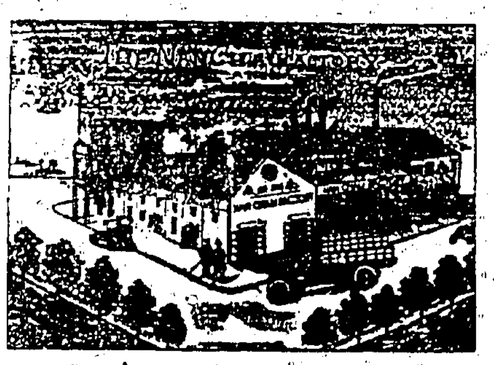
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LATEST PARISIAN CREATIONS.
EVENING DRESSES, AFTERNOON GOWNS,
SMART COSTUMES AND SPORTING APPAREL.

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436



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IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

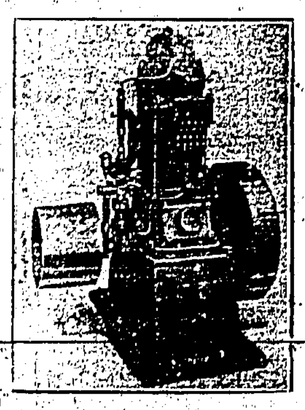
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The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

90

Stationary Crude Oil Engines to suit all purposes from 5-500 B.H.P.



For prices and particulars apply to—

UNION ENGINEERING CO., LTD.,

York Building, Chater Road.

125

THE SHIPPING OUTLOOK.

JAPANESE COMPETITION.

The most interesting trade problem of the reconstruction era is shipping. Evidence of the changed state of affairs can be found in a glance at the advertising pages of this journal. Old-established lines that have been but shadow of their former selves are again in full activity, and in place of the German ships that have disappeared we have half a dozen American lines operating fine new steamers on the Pacific; while the rising importance of trans-Pacific trade is shown in orders for fast new passengers vessels. The destruction of the war has been made good and the total steam tonnage afloat is at present two and a half million tons greater than in 1914. The situation is complicated by the industrial paralysis of central Europe and the elimination of Russia from international trade, but these are not permanent factors, and the shipping trade is approaching a strenuous period. Baron Kondo, the President of the N.Y.K., was appealing the other day to shipowners for closer co-operation "at a time when world-wide freight competition is about to take place," and the great company which the Baron controls has never ceased to make preparation, by accumulating vast reserves, for the day when the struggle would begin. Speaking in New York recently Baron Kondo said that Japanese ships would seek freight wherever it was to be found and he did not exclude the idea of making a bid for a share of the trans-Atlantic trade. The N.Y.K. has shown its confidence in its ability to compete by ordering 220,000 tons of new shipping at present prices, and it has very wisely built up a special fund against depreciation, recognizing that the present value of tonnage is fictitious and temporary. The special reserve is likely to be heavily drawn upon for it is calculated that adequate depreciation on a new steamer today ranges from 50 to 66 per cent. of cost within the first three years.

Reserves can be built up against this, but there is one vital factor in shipping competition which cannot be provided for in advance. Rising costs, with rising wages in their train, have made a great difference in the relative positions of Japanese and foreign shipping companies as compared with 1914. Mr. Yonejiro Ito, a director of the N.W.K., in an article recently translated by the *Advertiser*, pointed out that Japanese seamen and officers now occupied in respect of earnings a position between the merchant service of England and America. He said that the monthly wage bill of a 10,000 ton British steamer was at present about Y.8,000, and that of an American steamer about Y.12,000; the Japanese figure was rather higher than the British and in some cases it approximated to the American. This statement bears out the figures recently furnished to the London shipping journal, *Fairplay*, by a correspondent in Japan who gave the wages paid to Japanese crews on two actual voyages:

	1,330-Ton Steamer Monthly Wage.			Wage of 10 Steamer Monthly Wage
	Wage. Yen	Bonus. Yen.	Total. Yen.	Yen.
Captain	750	166	916	—
Chief Engineer	660	133	733	510
Chief Officer	495	110	605	480
Second Officer	270	60	330	300
Third Officer	195	43	238	240
First Engineer	495	110	605	—
Second Engineer	270	60	330	240
Boatswain	135	30	165	240
Carpenter	120	26	146	210
Quartermasters	120	26	146	180
Sailors	97	21	118	150
Chief Oiler	135	30	165	240
Other Oilers	120	26	146	180
Firemen	97	21	118	150
Coal Passers	75	16	91	120
Chief Steward	135	30	165	—
Stewards	—	—	—	240
Cooks	112	21	133	150
Boys	90	20	110	150

These approximate to American wages; the Y.150 yen paid on the 9,000-ton steamer to seamen stands just midway between $8 a month and $65 a month which were fixed as the standard wages for able and ordinary seamen respectively in America after the strike along the Atlantic coast last year. There is a tendency towards the equalization of seamen's wages throughout the world, and the creation of a great merchant marine by the United States accelerates it so far as the white nations are concerned, for seamen will naturally be attracted towards the ships that pay them best. Japanese seamen, however, are excluded from sharing in this tendency by the La Follette law, and the fact that American pressure will drive the shipping wages of European seamen upwards seems likely to prove in the long run an advantage to Japanese shipping.

The conditions described by Mr. Ito and by the London journal are temporary and artificial. They belong to the time when Japanese shipping had outrun the supply of trained personnel; when "seamen brokers" were squeezing fat profits out of the business of supplying officers and seamen to shipowners: when the profits were so great that a skilled man could get almost what he liked to ask for. These days are past. Shipowners and the Government have opened training schools, and the conditions described will soon attract plenty of excellent material to the profession. Before the war the wages of Japanese sailors were about Y.25 a month. They have risen to Y.75 and Y.100 and even to Y.150, but they must eventually be regulated by the wages prevailing on shore. Dr. Kishi, of the Shibaura Ironworks, stated in the *Advertiser* the other day that the average wage earned by his men was Y.70 a month. Considering the attractions of the shipping service it is obvious that seamen will not long earn Y150 a month while men of equal skill and muscle only get Y.70 on shore. Formerly Japanese ships carried crews about 25 per cent. larger than European ships, partly because labour was cheap, partly because in the new industry it was not so well trained nor so efficient.

(*Continued at foot of next column.*)

That condition does not exist to-day with anything the same force. Before long the training schools will supply the industry with all the men and officers it needs. It is unlikely that wages will fall generally in Japan, the cost of living being what it is, but when normal conditions return in shipping, the difference between the cost of skilled labour on land and on ships will disappear.

So far as wages go, it seems likely that Japan will retain some part of her advantages though the handicap in her favour will not be so great as in the Y.25 a month days, and to get the full benefit of their advantage shipowners will have to increase efficiency to a point at which numbers can be equalized. The most serious difficulty for many of the shipping companies will be the fall in freights and in values. During the war ships were worth Y.1,000 a ton deadweight and prices in Japan still range about Y.300 and Y.350 a ton. In America new ships are quoted at $400 a ton. Those values are obviously temporary. The 1,400,000 tons of standard ships sold last year by the British Government averaged £23 a ton and shipowners consider that figure to be higher than normal conditions will warrant. British authorities argue that the safe course is to write off in the next three years two-thirds of the cost of ships bought now. Only strong companies can stand depreciation at that rate, and Baron Kondo was talking the language of necessity when he warned Japanese shipowners that they must co-operate in face of the worldwide competition with which they are faced. Predictions would, of course, be futile. Investors cannot be too careful. This much may be said: cheap and plentiful transportation for men and goods is as urgent a need as any that faces the world, and keen competition in the international carrying trade will be of great assistance in the general task of restoring the world to wealth and health.—*Japan Advertiser.*

CUNARDERS FOR HAMBURG.

BIG BRITISH MOVE.

Behind the fact announced by a New York Shipping Correspondent that the Cunard Line is including Hamburg as a port of call—lies evidence of the tremendous bid now being made by British shipowners for the world's carrying trade. The message is as follows:—

"I am informed of a remarkable extension of British shipping enterprise designed to take from the Germans their former great undertakings in carrying emigrants and products between Central Europe and America via Hamburg and New York.

"Hitherto this trade has been a State-subsidised monopoly of the German and Austrian shipping companies, against which American and British shipowners have had small chance of competing on account of 'cut' freights and passages and the low wages scale paid in the German boats.

"The first British company in the field, I learn on the best authority, is the Cunard Line, which is negotiating to buy large docking space and sheds at Hamburg formerly owned by the Hamburg-American Line, together with an hotel.

"The Cunard Company will open this new service with the *Saxonia*, which on her next trip from New York will include Hamburg as a port of call. Other liners and cargo steamers will follow.

"The details of later sailings, I understand, have not yet been arranged, but the movement is regarded as being the preliminary step on the part of British shipowners to make a sweeping collection of American-Continental trade."

MORE SHIPS; LESS WORK.

Mr. W. J. Noble, president of the Chamber of Shipping of the United Kingdom, told a representative of the *Daily Mail* that although the world has now 3,000,000 tons of shipping more than before the war they are carrying only two-thirds of the pre-war freight. In Great Britain only half the pre-war freights are being carried.

"This shortage of ships," he said, "is entirely artificial. It is caused partly by the mistrust shown by Labour to the shipowner and partly by the Government restrictions on imports and coal. These factors together are causing the dock congestion which is temporarily holding the shipping industry by the throat.

"Once these difficulties are overcome the British shipping industry will embark on a period of healthy prosperity such as it has never known. We shall carry more goods at lower freights—which is what all shipowners want to do. This is a bad time, but I think we shall soon get over it. Under existing conditions it is taking three British ships to do the work of two and the consumer is paying two freights for one."

NEW FRENCH AIR ROUTES.

PLANS FOR COMMERCIAL TRAFFIC.

M. Flandin, the French Under-Secretary for Aeronautics, who returned from London on March 8th by air, accompanied by Colonel Sacconney and M. Charles Brousse, has published a programme for a proposed extension of France's commercial air lines. State subsidies will be granted to French companies employing French pilots and mechanics, and landing places will be established on air routes throughout France, which will be mapped out by the State Director of Aerial Navigation. The new international routes proposed include:—

Paris-Abbeville (for London);
Paris-Tours-Angoulême-Bordeaux-Bayonne (for Spain);
Paris-Valenciennes (for Brussels);
Paris-Strasbourg (for Central Europe);
Paris-Dijon-Lyons-Marseilles-Balearic Islands (for Algiers); and
Paris-Nice-Corsica (for Tunis).

A number of cross-country routes are also proposed, including a few in Northern Africa.

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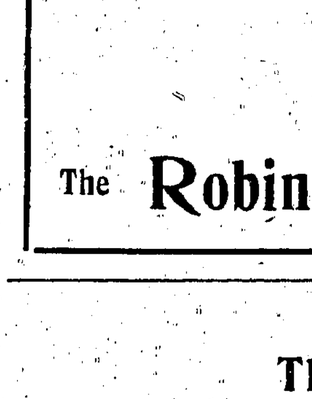
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PULLING DOWN OLD LONDON

VANISHING HISTORIC LANDMARKS.

[BY WALTER LITTLEFIELD.]

"To make room for traffic in a crowded centre a plan has been devised which strikes at the very heart of the eighteenth century London. A new outlet is needed across the Thames and a new route, to relieve the congested streets in the neighbourhood, and in particular to provide a direct and suitable communication between Piccadilly, Regent Street and the Strand.

John Murray, F.R.I.B.A., F.S.I., Surveyor to the Crown Estates in London, was called in late last year as expert adviser by the County Council to devise a scheme by which the region lying east of Charing Cross and Trafalgar and the Thames could be relieved and that part of the town beautified at the same time. In making the details of his plans known recently to the London press Mr. Murray explained that he had not yet received official approval, but were "a suggestion based on long experience in site values and provision for public amenities in Central London."

All the buildings covering the space between West Strand and the Victoria Embankment (north and south) and between the Grand Hotel and the Constitutional Club and Hotel Cecil (west and east) are to come down if the plan is carried out, with the removal of the Charing Cross Station and hotel to the south side of the river and a handsome road bridge replacing the Hungerford Railroad Bridge. On the plot thus exposed, which would include about 720,000 square feet, would be erected an approach to the bridge, beginning with a Monument of Victory on the Strand and flanked by great domed Government buildings, with an opera house between the western one and the Constitutional Club.

CHANGING CHARING CROSS.

Now, a locality like Charing Cross could not be dealt with like an isolated parcel of real estate. It is not only a great centre of traffic in London but, indeed of the United Kingdom. So the first consideration had to be the provision of facilities for the huge and increasing traffic that met, mingled or crossed. Mr. Murray frankly admitted that in plotting out the area for demolition his second consideration was not the historical importance of the sites to be spared, but rather the low commercial value of the buildings to be destroyed. The value of existing properties and new avenues had to be laid out, so far as possible through blocks of which the present value was relatively small, so that there would be a probability of carrying some of the cost of the improvements by the increased value of the sites and frontages that were to be made.

When Northumberland Avenue was cut through in 1876 the family mansion of the Duke was pulled down and the land let out on ground leases for long terms of years. But at 7 Craven Street, on which all the buildings must give way for the new opera house, Benjamin Franklin lived in 1771. On the Strand opposite Craven Street is the Golden Cross Hotel, once a well-known hostelry and place of departure for old mail coaches, and here Mr. Pickwick is described as having been assailed by the hackney coachman and to have been thereupon taken under the protection of Mr. Jingle. The United States Exchange is at 9 Strand. The Strand would be broadened here.

The Charing Cross Station, which with the hotel of the same name is to be removed, is the West End terminus of the South-Eastern Railway. It occupies the site of Hungerford Market, which was demolished to make way for it, and the present railway bridge is partly supported upon piers of the old Hungerford suspension bridge, which was for pedestrians only, and in 1863 was taken to Clifton and set up across the Avon there. Opposite the station, E. M. Barry's copy of the Cross originally erected to Queen Eleanor in the centre of the ancient village of Charing is to remain untouched. Also opposite the station is Adelaide Street, named after the late Queen Dowager, once noted for the concert rooms known as the Adelaide Gallery, now and for many years used as Gatti's restaurant. The broadening of the Strand will entail the demolition of this frontage also.

TO LEVEL HISTORIC HOMES.

Villiers and Buckingham Streets, according to Mr. Murray's plans, will both be obliterated. Both were named after the Dukes of Buckingham, whose mansion upon this site originally formed part of York House—once the residence of the Archbishop of York and afterwards the home of Lord Bacon, who was born in it. At the bottom of Buckingham Street are the beautiful York Stairs, or Water Gate, designed by Inigo Jones and partly carved by Nicholas Stone. Peter the Great lodged at 15 Buckingham Street. Samuel Pepys dwelt in the house opposite. Villiers and Buckingham, as well as George and Duke Streets and Of Lane, which must also disappear, perpetuate in many landmarks the memory of George Villiers, Duke of Buckingham, Who in the course of one revolving moon Was chemist, fidder, statesman, and buffoon.

On the Adelphi block is Coutts' Bank, whose cellarage extends far back into the Adelphi. With it will go Durham and Adams Streets, and the terrace overlooking the Embankment and the Thames which occupies part of the site of Durham House, the town palace of the Bishop of Durham. David Garrick died at 5 Adelphi Terrace, not far from that Durham Yard (now Street), where Foote remembered him in early life attempting to earn his living "with three quarts of vinegar in the cellar, calling himself a wine merchant." The Junior Garrick, the French Club, the Crichton Club, and the New Thames Yacht Club all occupy premises overlooking Adelphi Terrace. It may interest some to know that the name "Adelphi" comes from the Greek word and refers to the "Brothers" Adam, who built the vast arches over the site of Durham House, and erected the streets above them upon a level with the Strand, which they named after themselves John, Robert, James, and William Street, all of which are doomed, according to Mr. Murray. In 1774 the brothers disposed of the whole property in a lottery containing 110 prizes, of which the highest was valued at $125,000.

The Adelphi Theatre is opposite the Strand end of Adams Street. It was built by Scott and first opened in 1806 with the name of Sans-Pareil. It took its present name in 1820 and was rebuilt in 1858. In the last century it was principally devoted to melodrama and farce and famous people have acted on its stage. Just east of it is the Vaudeville Theatre opened in 1870, and principally given to comedy. Both will remain untouched.

Opposite, of course, stands the Hotel Cecil, which will now have a more pleasing, if less historical, western exposure. It is the largest hotel in Europe, occupying two and three-fourths acres of ground and containing 1,250 rooms.

In King William Street the Beefsteak Club and the Ophthalmic Hospital will disappear from that locality. So will the chief entrance of the Charing Cross Hospital, which is in Agar Street. The facade of the hospital is in Grecian style, designed by Decimus Burton in 1831. The building, owing to the surrounding teeming population, has long been one of the chief medical schools of London. The land here as well as that along Bedford Street, to the east is still owned by the Dukes of Bedford.

Further west the "Imperial Way" will entirely wipe out the Charing Cross Mansions, made famous in the same way, lying south of the Wyndham's and the New Theatre, whose sites will be measurably improved. The "Way" will enter Leicester Square, having crossed Charing Cross Road by cutting off the angle formed by the road and Cranbourn Street, south of Bear Street, where the old bear pits were and the baiting took place in the eighteenth century.

TO SPARE SOME RELICS.

From the time of the French Revolution Leicester Square has been known as the asylum of foreign political refugees. Its relics, however, will not be disturbed. The square, now filled with foreign restaurants, studios and art dealers, takes its name from Leicester House, built on the north side by Robert Sidney, Earl of Leicester, early in the seventeenth century. After him, Sidney Alley was also named. Leicester House was purchased by and became the "pouting place" of the Prince of Wales, afterward George II., who had been turned out of St. James's for taking his mother's part against his father. The Duke of Cumberland, who fought at Culloden, was born here in 1711. Frederick, Prince of Wales, in his turn, quarreled with his father in 1737, came hither and died here, 1751. The Empire Theatre was erected on the site of Leicester House in the months preceding its opening at Easter, 1884.

Mr. Murray told the London reporters that he would regret the destruction of the entire Adelphi block with the hotel, terrace and arches south of John Street, some of the decorations of which had been designed by the brothers Adam, but that the buildings themselves were falling into decay and were mostly built on brick arches which had a limited life. On the other hand, he said with enthusiasm that on the Adelphi site and on the corresponding area to the west of the new bridge there would be an opportunity of constructing monumental buildings similar in design and suitable for Government or Colonial offices. In the perspective view he shows these with large domes, forming stately masses on either side of the bridge. Still further west he indicates an ideal site for a new opera house.

North of the Strand the plans include the cutting of an "Imperial Way" from Leicester Square running east and then south until it meets the prospect before the approach to the bridge, cutting directly through the blocks now formed by Leicester Square and Charing Cross Road, containing the Alhambra Music Hall, the road and St. Martin's Lane, containing the Garrick, Wyndham and New Theatres, the lane and Bedfordbury Street, with some manufacturing buildings left on the south and the Garrick Club on the north, wiping out the Peabody Buildings and the Medical School, and reaching West Strand by a broadening of Agar Street, which would make an entire sweep of the west side of Bedford.

The "Imperial Way" would be about 900 feet long and 125 broad; the approach to the new bridge 700 feet long and 225 broad; two new broad streets would be opened between the "Imperial Way" and Garrick and Bedford Streets.

THE FUTURE OF RUBBER.

The late Mr. Lampard, at the United Serdang meeting always gave utterance to words which cheered the investor and Mr. G. Croll, has successor, follows his good example. The meeting of this good Company—which even in these times is paying 40 per cent.—took place recently, and this is what Mr. Croll said upon the future of rubber:—Since I addressed you last year a great change has come over the rubber position. As the result of war conditions, large stocks had accumulated in the producing countries, and we were entering upon the period when, as the outcome of the large planting in the years 1911, 1912 and 1913, most of us had looked to the possibility of two or three years of oversupply. The experience of the past twelve months has entirely dissipated any prospect of this, while the large and ever-increasing requirements of manufacturers to meet the demands made upon them in connection with the rapid development in the use of motor vehicles of all descriptions—quite apart from the innumerable other uses of rubber—justify one in anticipating that the rubber industry during the next few years is more likely to be faced with shortage of the raw material than with a prospect of over supply. While, however, the marketing of our produce gives us no cause for anxiety, the present adverse rate of exchange and the exceptionally high price of rice very considerably adds to the cost of production, and it is well that this should be borne in mind by shareholders in rubber companies.

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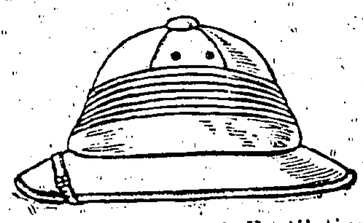
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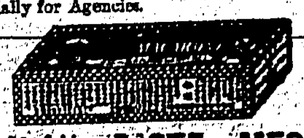
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109]

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ALLEGED OUTRAGE IN TOKYO CAFE.

MANAGER OF BRITISH FILM CO ROBBED.

A strange story of poisoning, robbery, and abandonment was told by Mr. Leonard W. Hartmans to a Kokusai representative in Tokyo. According to his own story Mr. Hartmans is the general manager of the British Lion Films, Ltd. of Elstree, Hertfordshire, England and was on his way to China to investigate trade conditions there. Although a British subject he has lived for many years in the United States, where he was in the cinema business. Here is Mr. Hartmans' story of his experience in Tokyo:—

"I arrived in Yokohama on the N.Y.K. steamer *Kaiseri Maru* from American and immediately upon landing took the train for Tokyo. As this is my first visit to Japan, I speak no Japanese, and consequently experienced some trouble in trying to find an hotel. However, I was accosted by a well-dressed Japanese speaking excellent English who very politely offered to guide me to an hotel, but suggested that we have a glass of beer before starting. I went with him to a cafe near by, the location of which, however, as I am a stranger in the city, I cannot remember aside from the fact that it was not far from Tokyo station, on one of the main streets having a tramway on it, and that the cafe was furnished in foreign style and had boy waiters.

LOST CONSCIOUSNESS.

"After one or two drinks I lost consciousness, due to some drug, and remember nothing more until I woke up the next morning in a suburb of Tokyo, several miles from the city. I returned in a motor car and immediately reported my case to the police, for while unconscious I had been robbed of some six hundred dollars in Canadian currency, a valuable diamond ring and all my papers with the exception of my passport."

Mr. Hartmans said that he could not remember what police station he visited as he was dazed by the effects of the drug. The central Metropolitan police bureau, however, denied all knowledge of any such case having been reported.

On the same day Mr. Hartmans went to St. Luke's hospital, where he was treated by Dr. Mann for chloral hydrate poisoning, and then to the British Embassy where his passport was found to be in order. He stated his case to the authorities there who are making an effort to substantiate his statement so as to take proper steps in the matter.

10 YEN FOR A COUCH.

That night after pawning some of his effects, as the robbers had left him no money Mr. Hartmans put up at the Seiyoken Hotel where he was charged ten yen for sleeping on a couch in the parlour.

To add to the mystery, the Kokusai reporter mentions in his account, as given in the *Japan Times*, that Mr. Hartmans suddenly disappeared and was nowhere to be found the day after he was interviewed.

JAPANESE COLONIES IN SOUTH AMERICA.

ENORMOUS TRACTS OF LAND ACQUIRED.

Some Argentine newspapers are calling attention to what they regard as indications that the Japanese are preparing the way for an extensive colonization programme in South America as well as seeking in Argentina a larger market for their goods. The matter has attracted considerable attention in diplomatic and commercial circles.

The treaty with Paraguay, which the Japanese Minister to Chile crossed the continent to sign at Asuncion, gives Japan favoured-nation privileges including the right of colonization. Discussing this treaty, Paraguay's Finance Minister, Senor Eusebio Ayala, said that one of the objects of Japan was to provide for colonization in his country. He added that Paraguay, which is a country the size of California with only a million inhabitants and a wonderful capacity for agricultural development, would welcome the Japanese. It is now reported that a similar treaty is being negotiated with Uruguay.

In furtherance of this supposed colonization plan in South America, Japanese capitalists, according to the newspaper, *La Razon*, have recently acquired enormous tracts of agricultural lands in northern Peru and Bolivia.

Those in Bolivia are said to be 1,800 miles square; those in Peru 20,000 miles square. It is also said that Japanese capitalists have invested recently in the exploitation of tin mines in Bolivia, and the projection of railways which they are preparing to construct and operate.

"There is no doubt," says *La Razon*, "that there already exists a vast plan for Japanese colonization in Peru and Bolivia, a plan which, considering the very dispersed native population and their relative incapacity for certain kinds of work, is susceptible to a very rapid development, and to such an extent that very soon Japan will count three large nuclei of interests in South America: Sao Paulo, in Brazil, where enormous quantities of coffee are produced and exported to the Far East; the department of Tarija, in Bolivia, and the province of Loreto in Peru."

ANOTHER DANGEROUS THINKER.

ENGLISHMAN ARRESTED.

According to the *Asahi* an Englishman giving his name as Edward Stephenson, of London, has been detained by the Akashi Police. The Englishman in question is alleged to have been ordered by the Chinese Government to leave China some time ago for his propaganda of dangerous thoughts there in the latter part of last year. He came to Japan, the Osaka journal says, in January last and subsequently he has been attracting the attention of the police authorities at Fukuoka and other places of Kyushu. He was arrested by the Akashi Police on his way from Kyushu to Kobe the other day. He speaks Japanese fluently.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

DIVIDEND ANNOUNCEMENT.

Subject to audit the Directors will recommend the payment of a Final Dividend of Sixteen shillings and a Bonus Dividend of Twenty shillings per share for account 1918, an Interim Dividend of Twenty-four shillings per share for 1919 and a Bonus of 20 per cent. on Contributory Premium. They will further recommend that £150,000 be passed to Reinsurance Fund, £30,000 to Building Reserve Fund and £50,000 to Equalisation of Dividend Fund, leaving about £270,000 to be carried forward to Underwriting Suspense Account 1918.

To those Shareholders who are not ordinarily resident in the United Kingdom dividends will be paid by warrant on the Hongkong and Shanghai Banking Corporation, London, free of Income Tax.

TRADING JUNK WRECKED.

610 PICUES OF SUGAR LOST.

The steersman of a trading junk of 615 piculs capacity has reported to the Police that while his junk was being towed on Wednesday night by a steam launch from the Sun Tak district to Hongkong, it ran upon a rock near Lantau Island. They managed to refloat the junk, but after it had proceeded as far as Chung On it sank. It was laden with 610 piculs of sugar, valued at $400. No lives were lost.

FATAL ACCIDENTS.

MEN FALL FROM BUILDINGS.

A Chinese emigrant, who was awaiting the arrival of a ship to proceed to Singapore, met with a fatal accident on Thursday evening at the Tung On boarding house where he was staying. The man fell from the verandah of the third floor of the building and, when picked up, life was found to be extinct. The body has been sent to the public mortuary.

A watchman of a Chinese theatre was found lying dead outside his house at Victoria Street. The man had evidently fallen over the verandah of the third story of the building in which he was staying.

THE "STAGED" ROBBERY.

MAGISTRATE SAYS "NO EVIDENCE."

The hearing of the case was concluded at the Magistracy, yesterday, in which a Chinese watchman was charged with neglect of duty.

Mr. Hutchison stated that the police had failed to prove what had actually taken place. It was possible that the robbery might have been committed with defendant's connivance, but the Police had not proved it. He had no doubt, however, that the man would be dismissed from service. He discharged the man.

PRINTER'S FOREMAN IN TROUBLE.

LEAVES WITHOUT NOTICE.

At the Magistracy, yesterday, Mr. M. F. Billimoria, Manager of the "Local" Printing Press charged his foreman with leaving his service without notice.

Defendant stated that he had obtained permission to go home on the understanding that he would provide a substitute. He managed to secure a man, and when he found another man had been engaged in his place, he went away.

Mr. Smith: Then you left without notice?

Defendant: I went to Canton on urgent business and on by return found another man in my place. Thinking that I was not wanted I went away.

Mr. Billimoria: I did not give the man leave. He never went to Canton. I have no desire whatever to get rid of him, although he has proved troublesome at times. I have scolded him but I have never asked him to go away. He asked leave to proceed to Canton to worship at his ancestor's tomb. I told him he would have to get a substitute. He brought one. I have discovered that he never went to Canton, but that he went to work with another firm.

Mr. Smith told defendant that he ought to have given notice if he desired to leave. He must refund $50 to Mr. Billimoria for the trouble he had caused him.

THE DENNISTON PLAYERS ARRIVE.

"UP IN MABEL'S ROOM" ON MONDAY.

The Denniston Players arrived in the Colony yesterday on the *Siwa Maru*, after an extended successful season in Manila. They are opening in Hongkong on Monday night with "Up in Mabel's Room," one of the most laughable farces ever staged in Hongkong. The play, which had been described as the legitimate successor to "Fair and Warmer" kept New York laughing for eight months, and is now repeating its Broadway success at the Wood's Theatre, Chicago. It is the story of a series of complications caused in the life of a newly-married man by a pink silk petticoat, which he had in his bachelor days made a present of to a charming and daring young lady called Mabel. The petticoat and the owner turn up at a house party where the newly married "hero" is spending the honeymoon, and the most farcical situations ensue, with, of course, everything coming off right in the end. Miss Warda Howard, whom one of the Northern papers described as the most talented American actress that has come out East in recent years, will take the part of Mabel.

KOWLOON BOWLING GREEN CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting of the Kowloon Bowling Green Club was held yesterday evening in the Club premises at Kowloon. Mr. J. B. Chapman presided and was supported by the following Committee; Messrs. D. Neilsen, W. Davison, W. Russell, A. Simpson, W. R. Oswald, W. Hedley (Hon. Treasurer) and Mr. D. Gow (acting Hon. Secretary).

The CHAIRMAN said:—Gentlemen, as the report and statement of accounts for the year ending 31st December, 1919, has been in your hands for some time, I ask you to accept the same as read. This year your Committee are not able to place before you such a satisfactory profit on the year's working as last year, which then happened to be the record for this Club. However, the balance shown is on the right side, and considering the expense incurred in improving our tennis courts, the "titivating" up of our Club House for the celebration of Armistice Day and the Interport Games with Shanghai, we think the Club is to be congratulated on its financial standing, the Reserve Account being $7,767.19. Our Club, which is rightly regarded as the premier Bowling Club of the Colony, had the honour of having the first Interport Bowling Match to take place in Hongkong played on its green; this, with the honour of providing the first Interport rink to play in Shanghai, are outstanding points in the history of this Club.—(Applause.) We hope this year the members will rally round the Committee and give them their usual enthusiastic support. It is probable the individual Championship of the Colony will be revived this year, which, with the League Championship competition, ought to keep the game of bowls well to the front.—(Applause.) There is nothing otherwise special to remark about in the Report. Your Committee voted the usual honorarium of $100 each to the Honorary Secretary and Treasurer, which we hope is in accordance with your views. Our Closing Day was one of the most successful ever held; the prizes made a very gallant show, all being presented by members of the Club. I hope the same generosity will be shown this year and that 1920 will be a prosperous and enthusiastic year for the Club.—(Applause.) I now beg to propose the adoption of the report and statement of accounts.

Mr. J. PARKES seconded, and the motion was carried unanimously.

In regard to the election of a President, the CHAIRMAN said that he wished to propose the name of Mr. D. Gow, who had done a considerable amount of work for the club during the past ten years.—(Applause.)

Mr. W. DAVISON seconded, and the motion was carried unanimously.

Mr. Gow thanked the members for the honour done him. He said that he had the welfare of the club at heart and assured them that he would do his best to keep up the traditions of the club.—(Applause.) He hoped that in the present year they would be able to top the Bowling League.—(Applause.)

The following other officers were then elected:—

VICE-PRESIDENT: Mr. D. Neilson.
HON. SECRETARY: Mr. J. N. Allen.
HON. TREASURER: Mr. R. Lapsley.
GENERAL COMMITTEE: Messrs. A. Simpson, L. Guy, J. Parkes, W. Russell, W. Davison, D. Muir and G. Henderson.

The following cups were promised: "Dundee" Cup, "Belfast" Cup, "Tyneside" Cup, and "Clydeside" Cup; other cups were promised by Messrs. D. Gow and D. Neilsen.

The meeting then terminated.

GOLF SECTION.

A meeting of the Golf section followed.

Mr. D. Gow, presiding said that he thought it time more attention were paid to the Golf section which was started three years ago. He thought it necessary to have a Captain and Golf Committee to look after the section. He proposed the name of Mr. J. Parkes as Captain.

The motion was carried unanimously.

Mr. PARKES promised a cup for this section.

The Golf Committee will be appointed by the General Committee.

THE REPORT.

The following was the report for the year ending 31st December, 1919:—The profit made in the working of the Club is $193.94. Twenty-one new members joined the Club during the year and twenty left, making our present total 149, an increase of 1 over last year. The annual competitions were again played, and completed in good time to hold a closing day and present the prizes. An International Match, England versus Scotland, was played for prizes presented by Mr. W. B. Hind, and spoons presented by Mr. C. Atkinson. The Match was won by England. The interesting event (Inter-port Bowls) between Shanghai and Hongkong took place on the 3rd October on our ground, before a large gathering, and after a keen and pleasant game the victory went to Hongkong. A Match between teams representing Shanghai and our Club resulted in a win for Shanghai by the small margin of 4 points. The League Competition was played during the season and games were enjoyed by all who took part. Kowloon had again to give way to Taikoo. No Competitions were entered into owing to lack of entries. A (tennis) team was entered for the Hongkong League, but after playing a few matches had to withdraw from the Competitions as it was found impossible to raise a team for every match. The Committee regret to record the death of six of our members, J. Adamson, J. Fasse, D. R. Shaw, W. Tulip, W. C. Jack and K. Mackenzie. The best thanks of the Club are due to the donors of the many handsome prizes for Bowls and Tennis.

GOLF.

This section requires stimulating considerably and it is hoped that those members who are golf enthusiasts will lend their support in making this section of keener interest to the players.

FLYING TO TOKYO.

ANOTHER AEROPLANE REACHES CANTON.

Another Italian aeroplane taking part in the Rome-Tokyo flight, landed in Canton 9.30 o'clock on Thursday morning, from Hanoi.

The machine in charge of Lieuts. Ferrarin and Mot Cappannini, of the Italian Aviation Corps, is of the same type as the one which reached Canton on Wednesday under Lieutenant Masiero, namely, S.V.A. No. 9. The aeroplane, after visiting Kwang-chow-wan and spending Wednesday night in Kongmoon, finally landed in Fong Tsuen, near Pui Ying School, as it was unable to locate Cheung Lau Tai Chu, the selected landing ground.

No sooner had the Italian aeroplane landed in Fong Tsuen than hundreds of villagers rushed from the whole countryside to see it, says the *Canton Times*. None were sooner on the ground than the Pui Ying Boy Scouts, who quickly surrounded the machine, thus protecting it from the curious crowds that gathered.

Both aeroplanes expected to leave Canton next Sunday, for Shanghai, by way of Foochow. They will stop one day at Foochow and perhaps two or three days in Shanghai.

Lieut. Masiero, pilot of a chasing aeroplane, who brought down many enemy machines, is one of the aces of the Italian Army. Like many other aviators who do not desire that their flying careers should end with the war, Masiero transferred, at the Armistice, his activities to the study of commercial aviation and has accomplished many noteworthy flights, amongst which was one from Rome to Warsaw.

Lieut. Ferrarin, the bomber of Innsbruck and Friedericshafen, was one of those composing the squadron "La Serenissima" who, under the leadership of D'Annunzio, made the famous raid on Vienna.

These two Italian airmen have been flying in company practically all the way from Rome.

WHAT S.V.A. SIGNIFIES.

Both machines are of the "S.V.A." type. The first two letters are the initials of its designers, Major Savoia and Verduzio, who, as the Heads of the Technical Department of Military Aviation (Italy), conceived this plane on the basis of most complete scientific, theoretical and practical improvements, and demonstrated its usefulness in the late war. The third initial was borrowed from the name of the place where this type of aircraft was first constructed, namely: Ansalda."

ANOTHER COMPETITOR ON WAY.

[THROUGH REUTER'S AGENCY.]

ROME, April 21st.

A message from Bunder-Abbas says that Captain Ranza, who is participating in the Rome-to-Tokyo flight, has arrived at Chaubar.

MURDERED GRAND DUKES.

A STRANGE STORY OF BURIAL AT PEKING.

Reuter's Correspondent at Peking thus elaborates the brief message in the above subject cabled by our own correspondent a week ago.

A strange echo of the Imperial tragedy which was enacted in Siberia in July, 1918, sounded in Peking yesterday (April 18th).

It will be remembered that after the murder of the Russian Imperial family at Ekaterinburg, three Grand Dukes and a Grand Duchess were thrown down a coal mine near Perm.

Shortly after the inauguration of the Koltchak *régime*, a search was made which, though it failed to discover traces of the bodies of the members of the Imperial family, resulted in the recovery of the bodies from the coalmine. These were recognized and buried at Omsk, together with those of four servants who had shared the same fate.

The bodies were those of the Grand Duke Serge Michaelovitch, (who commanded the Russian artillery in the Great War, and whose niece, the Countess Nadedja Torby married the Earl of Medina, eldest son of the Marquess of Milford Haven); the Grand Duke Jean Constantinovitch, (who married the daughter of King Peter of Servia); Jean's brother, the Grand Duke Igor Constantinovitch; and the Grand Duchess Elizabeth, widow of the Grand Duke Serge Alexandrovitch, sister of the *Empress Alexander Feodorovna of Russia* and daughter of the Grand Duke of Hesse, and therefore grand-daughter of Queen Victoria. The Archduchess Elisabeth's husband was Governor General of Moscow and was killed by a bomb in 1905.

INTERRED IN PEKING.

The eight bodies arrived at Peking in the evening of the 15th instant. They were conveyed by train to the Anting Men, whence they were carried to the old Russian cemetery, where they were interred yesterday.

No one in Peking seems to know why the bodies were brought to Peking or by whose orders. The Chinese Government are not concerned while the Russian Legation only knew of the matter after the bodies had been interred. The explanation is believed to lie in the foreign interest attaching to these close connexions of the Imperial family. It is hinted that King Peter was the moving spirit in the transference from Omsk and that the bodies will not remain long in the Chinese capital.

HONGKONG POLICE FORCE

ANNUAL INSPECTION BY H.E. THE GOVERNOR.

PRESENTATION OF MEDALS.

The annual inspection of the Hongkong Police Force and the presentation of medals to the members was held yesterday afternoon in the compound of the Central Police Station. The force was under the command of the Hon. Mr. E. D. C. Wolfe, Captain-Superintendent of Police, assisted by Mr. P. P. J. Wodehouse, C.I.E., D.S.P., Mr. T. H. King, A. S. P., and Mr. Burlingham, A.S.P. As His Excellency the Governor (Sir Reginald Stubbs) arrived, attended by Captain McGrath, A.D.C., he was received by the Royal Salute, following upon which the force was inspected. A square was then formed and His Excellency, addressing the men said:—Mr. Wolfe, Officers, Non-commissioned Officers and Men of the Hongkong Police Force, I am glad to have this opportunity of meeting so many of you on parade, and of distributing the medals which have been won by good service during the past year. The Hongkong Police have had a year of difficult work since it was last reviewed by the Governor and it has come through the year extremely well. The epidemic of violent crime which raged in this Colony a short while ago, being due no doubt, very largely, to the disturbed conditions across the frontier, has now, we are glad to know, been reduced to manageable proportions, and it is greatly to the credit of the Police Force that it has been so well handled. I am very pleased to see back those of the Force who served in His Majesty's Forces, and to welcome those who have joined the Force after serving with His Majesty's Forces. I trust the good work done during last year will continue during this and the coming years. It is a pleasure to me to think that the Force has had something done for its comfort during the last year. The magnificent new building which has now been completed will, I am sure, add much to the amenities of life in this part of the town, and the minor changes, such as alteration of uniform, will also, I feel sure, have added to the comfort of the members of the force. Then I am glad to know that it has been found possible to relax the rules about marriage so as to make it possible for almost any man who intends to remain permanently in the force to be married at a reasonable age. I had hoped to be able, before now, to publish the decision from the Secretary of State with regard to the pay of the Police Force, a matter that I need hardly say is of great interest and importance to us, but I am unfortunately unable to do so at the moment. I trust, however, that the Secretary of State's decision will not be long delayed and I hope that the members of the Police Force will find their condition materially improved. There is only one other matter I would like to mention for the information of the European members of the force. The so-called European Constables have, for years past, being doing work which is scarcely that of a constable, and I think Mr. Wolfe agrees with me that the time has come when we should make a change in the title of the Force. It is proposed, therefore, that the rank of Police constable no longer exists for the European members of the force who will be classed either as Inspectors, Sub-Inspectors, Sergeants of various grades or Lance Sergeants, these corresponding more nearly to the duties than the title of Police constable. I will now proceed to distribute the medals.

His Excellency next pinned medals on to the following:—

MEDAL LIST.

Rank and Name.	Medal Class.	Medal Class.	Medal Class.
A. L. S. 105 Lannon.			4th.
C. C. 179 Chan Hung.			3rd.

For promptness and courage shown by them in effecting the arrest of three bad characters in Shanghai Street on the night of the 18th. April, 1919. The men were caught after a hard struggle and chase and on being searched, one of them was found to be in possession of two daggers and a number of wooden gags. The Police also picked up a revolver dropped by one of the men while being pursued. One of the men named Fung Leung was convicted on a charge of being in possession of offensive weapon and sentenced to 12 months H.L.

L. S. 22 E. J. Field. 4th.

For zeal and diligence displayed by him in the arresting of two Chinese servants who severely assaulted two Parsee Gentlemen (their Masters) with intent to murder on the 1st. floor of No. 22, Peel Street in the early morning of the 2nd May, 1919. The two assailants were found guilty at the Criminal Sessions on the 18th. June and sentenced to 7 years hard labour with 18 strokes of the Cat each.

L. S. 34 C. Pain. 4th.

For his zeal and pluck in securing the arrest of an armed robber named Lo Cheung in 50 Bonham Road under dangerous circumstances on 22nd. January, 1919, who with another man attacked and robbed a hawker at Lyttleton Path. The two robbers were charged and sentenced to 5 years hard labour at the March Sessions.

Rank and Name.	Medal Class.	Medal Class.	Medal Class.
L. S. 100 W. Woolford (Deceased).			4th.

For zeal and energy displayed by him in the capture of five men off Shek O (B.T.) after a long chase on No. 1, Police Launch, who had robbed a fishing boat, wounded a boatwoman with a gunshot and kidnapped 6 persons at Lamma Island on the night of the 9th. July, 1919. At the Criminal Sessions on the 29th. October before His Honour the Puisne Judge they were convicted on the above three charges and sentenced to 7 years H.L. and to receive 16 strokes of the Cat each.

P. S. 5 J. Hedge.			3rd.
L. S. 22 E. J. Field.			3rd.
L. S. 115 A. R. Clark.			4th.
P. S. C211 Lui Iu.			3rd.
P. C. B82 Khair Deen.			3rd.
P. C. C48 Li Kang Yau.			4th.
P. C. C530 Cheng Wa.			4th.
P. C. C633 Yau Chung.			4th.

For good work done and bravery shown by them in connection with the case known as the Motor Bandit case at West Point on the 26.11.19 in which three persons including the late Chinese Constable 605 Ling Pin lost their lives and three out of the five robbers, armed, were captured and sentenced to death at the Criminal Sessions on the 27th. January, 1920.

Principal Chinese Detective Han Hang. 4th.

Recommended for the King's Police Medal in connection with the above.

Inspt. R. McDonald. 2nd.

For long and valuable service and for zeal and courage in the performance of his duties in a difficult District and for bravery in following up armed robbers (34 Western Street).

P. S. A35 T. Murphy. 2nd.

For skill and untiring energy in search for and tracing criminals in a dangerous locality.

P. S. A7 J. Ingham. 3rd.

For hard work and perseverance in performing the duties of supervising officer of pawnshops leading to valuable results.

P. S. A34 W. Pincott. 3rd.

For hard and skilful work during the War, particularly in connection with the supervision of passenger steamers.

Inspt. M. Earner.	4th.
Inspt. F. Appleton.	4th.
P. S. A39 R. Moore.	4th.
P. S. A79 J. Davis.	4th.
Actg. Inspt. A. Floyd.	4th.
P. S. A97 C. Aris.	4th.
P. S. A109 J. Caygill.	4th.
P. S. A102 G. Jackson.	4th.

For long and faithful service.

W. Kerr. 4th.

For long and faithful service. Transferred to Golf Club December, 1913).

P. S. A95 W. Blackman. 4th.

For long and faithful service.

Indian.

Sgt.-Maj. Fatteh Singh. 4th.

A hard working and energetic officer who has done very good work in the New Territory.

P. S. 91 Kishen Singh. 4th.

Shot by C.C. 165 Hon San Yin whom he reported for sleeping on duty. He has 22 year's service.

P. S. 257 Alli Bahadar Khan.	4th.
P. S. 280 Fazal Ahmed.	4th.
P. S. 53 Chanda Singh.	4th.
P. S. 328 Jaggat Singh.	4th.
P. S. 285 Dhanna Singh.	4th.
P. S. 290 Iman Din.	4th.

For long and faithful service.

P. S. 339 Kirpa Singh. 4th.

Very good record—19 years' service.

P. S. 322 Ram Singh. 4th.

For long and faithful service.

P. S. 23 Nand Singh. 4th.

Excellent work—17 years' service.

P. S. 287 Tara Singh. 4th.

For long and faithful service.

P. S. 246 Nabbi Bux. 4th.

Special good work in connection with traffic.

L. S. 210 Wadawa Singh.	4th.
L. S. 229 Ali Mohamed.	4th.
L. S. 296 Jelal Deen.	4th.
L. S. 234 Ahmed Khan.	4th.
L. S. 298 Abdan Khan.	4th.
L. S. 281 Keemy Khan.	4th.

For long and faithful service.

L. S. 354 Lall Khan. 4th.

Special good work—19 years' service.

L. S. 264 Sayad Mahomed.	4th.
L. S. 248 Sultan Baxsh.	4th.
P. C. 240 Buty Khan.	4th.

For long and faithful service.

Chinese.

P. S. 70 Ho Tim.	3rd.
P. S. 39 Li Yee.	4th.
P. S. 83 Lam Ki.	4th.
P. S. 128 Kwong Keung.	4th.
P. S. 73 Wong Kui.	4th.
P. S. 157 Lo Hoi.	4th.
Engineer Yung Wing Chun	4th.
Stoker Lai Fuk.	4th.
Stoker Chan Sai.	4th.
Coxswain 475 Cheung Tsun.	4th.

For long and faithful service.

HONGKONG SCHOOLS' ATHLETIC SPORTS.

YESTERDAY'S CROWDED MEETING.

QUEEN'S COLLEGE WINS THE SENIOR CHAMPIONSHIP.

ST. JOSEPH'S COLLEGE CARRIES OFF JUNIOR HONOURS.

The annual sports for the Hongkong Schools, which took place on the Racecourse yesterday, attracted a crowd of nearly 2,000 boys and girls, to say nothing of a large number of the older folk. Thanks to the fine weather which prevailed, the events were worked off without a hitch, some of the officials having an exceedingly strenuous time. It is not possible to enthuse over the arrangements. No attempt was made to keep order in the earlier part of the afternoon, and hundreds of boys strayed about the course when they should have been well out of it. Later on, when His Excellency and Lady Stubbs arrived, an attempt was made to remedy the situation and some of the officials got unnecessarily heated. Two incidents evoked much comment—a violent assault on Chow Kam Woon, a St. Joseph's College boy and the junior champion of the meeting, by an official, and a similar exhibition of temper by Indian Constable No. 89, his victim being a Portuguese boy who was witnessing the races. Incidentally, it has to be regretted that with no less than forty-four gentlemen acting as officials or scattered in the different Committees, it was necessary to call on Police assistance to keep order, and those in charge of the sports can assure themselves that had the arrangements been taken well in hand when the sports commenced, much dissatisfied comment would have been avoided. The fact is, nearly everything was left in the hands of four or five men—Messrs. J. C. Fletcher, W. L. Handyside, W. V. Doherty, A. H. Crook and the Rev. G. E. S. Upsdell—and they had too much to do.

Queen's College has every reason to be satisfied with the result of the sports, for Queen's boys carried off the majority of the prizes. Tsoi Tse-Yui, who won the senior championship, was first in the long jump and the hundred yards dash, and third in the high jump. He is an athlete with a promising future. Hung Kam Sang, who was only three points behind the champion, won the 300 yards race, and was third in three other events. Another Queen's boy who deserves special mention is G. A. Hyder, who specialises in the longer distances. He won the half mile with comparative ease in 2min. 14 1-5secs. from D. Laing, gaining thus the Challenge Cup presented by the Canton-Nanyang Bros., to be held by the College for one year. Hyder also romped home an easy winner of the quarter mile race in the splendid time of 54 seconds, winning outright the Ellis Kadoorie Cup. He has won this race three times in succession, for the first two years when he was a student of St. Joseph's College. Queen's also won the coveted team race, the cup for which has been in the possession of St. Joseph's College for the past eight years. St. Joseph's had hopes of winning the race again, but, in the race, H. Braga, the first runner, collapsed with a stitch in the side.

The junior championship went to St. Joseph's College, who are fortunate in the possession of an excellent all round athlete. The manner in which Chow Kam Woon won the 100 yards flat race, the high jump, the 220 yards flat race, and the hurdles stamped him as a runner of much more than ordinary promise. Thanks to the fine start which Chow Kam Woon gave his team, St. Joseph's College won the junior team race without much difficulty.

The girls' race excited great enthusiasm among the little ones. The daughters of Mr. F. H. Dillon won nearly everything, thanks to the liberal handicaps which they received.

The handicapping was at fault in the Old Boys' seven furlong race, in which Haroon got a start of 60 yards and was never caught, and in the two miles bicycle race, in which the winner of the cycle race in the Lusitano Club sports was given a big lead over many others who have neither won nor been placed in cycle races.

THE RESULTS.

LONG JUMP (Senior Championship).—1, Tsoi Tse Yin (Q.C.); 2, Chin Hon Chun; 3, Hung Kam Sang.

100 YARDS FLAT (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, Mak Tin Kan; 3, K. Ishimatsu.

100 YARDS FLAT (Senior Championship).—1, Tsoi Tsz Yui (Q.C.); 2, H. Braga; 3, Hung Kam Sang.

HIGH JUMP (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, A. Gosano; 3, Lim Lan Chong.

300 YARDS (Senior Championship).—1, Hung Kam Sang (Q.C.); 2, Shek Wing Kwan; 3, Chiu Hon Chun.

ONE MILE BICYCLE RACE (Handicap).—1, A. Botelho (S.J.C.); (40 yards); 2, A. R. Tavares (10 yards); 3, Eric W. Tape (190 yards).

HALF MILE (Challenge Cup).—1, G. A. Hyder (Q.C.); 2, D. Laing; 3, Ng Leun Cheung. 2min. 14 1-5secs.

100 YARDS FLAT (Handicap—British boys under 10).—1, John Dillon (Garrison School); 2, L. Glendinning; 3, T. Edwards.

220 YARDS FLAT (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, Mok Yuen Tsoi; 3, K. Ishimatsu.

HIGH JUMP (Senior Championship).—1, Li Woon Chi (Diocesan); 2, Shek Wing Kwan; 3, Tsoi Tsz Yui.

100 YARDS FLAT (Handicap, girls under 10).—1, D. Baker (Victoria B.S.); 2, Maud Dillon; 3, Kathleen Spall.

100 YARDS FLAT (Handicap, girls over 10).—1, A. Dillon (Garrison School); 2, P. Woolley; 3, D. Dillon.

120 YARDS HURDLES (Junior Championship).—1, Chow Kam Woon; 2, Lam Chak Man; 3, Chung Kwok Ping.

120 YARDS HURDLES (Senior Championship).—1, Hung Huai Chong (St. Paul's); 2, Ko King Fan; 3, Hung Kam Sang.

220 YARDS FLAT (Handicap, British boys over 10 and under 19).—1, E. T. Simmon; 2, Segal; 3, L. Cropley.

100 YARDS (Handicap, British girls).—1, D. Dillon; 2, D. Baker.

QUARTER MILE (Ellis Kadoorie Challenge Cup).—1, G. A. Hyder (Q.C.); 2, D. Laing; 3, Leung Tit Sang. 54 seconds.

SEVEN FURLONGS' RACE (Old Boys).—1, E. Haroon; 2, B. A. Hyder; 3, G. Jack.

TWO MILES BICYCLE RACE (Past and present pupils).—1, F. H. Gomes; 2, A. Gomes.

TEAM RACE (Senior).—1, Queen's College (Tsoi Tse Yin, Mok Ying Kwan, Yueng Wing Fai, G. A. Hyder, S. A. R. Ismail, Ko King Fan, D. Laing, Hung Kam Sang); 2, St. Paul's College.

TEAM RACE (Juniors).—1, St. Joseph's College; 2, Sai Ying Pun School.

SENIOR CHAMPIONSHIP.—Tsoi Tse Yui (Queen's College).

JUNIOR CHAMPIONSHIP.—Chow Kam Woon (St. Joseph's College).

THE PRIZE DISTRIBUTION.

At the conclusion of the sports, the prizes were given away by H.E. the Governor amidst scenes of great enthusiasm in which the boys took a prominent part.

The Rev. G. E. S. UPSDELL, the Secretary, said that, on behalf of the Committee, he had great pleasure in welcoming H.E. and Lady Stubbs to their athletic meeting, the first held since their arrival in the Colony. His Excellency's reputation had preceded him—in the matter of the keen interest which he took in sport, especially among the schools—hence their welcome was all the more sincere. The Hongkong Schools' athletic sports were the only sports held in the Colony in which the boys of all the schools could take part. He thought these combined sports meetings were very beneficial in promoting healthy rivalry, teaching the boys the meaning of *esprit de corps*, and helping to develop their bodies, a service which would do good to them in after life. He had great pleasure in asking H.E. to say a few words.

H.E. THE GOVERNOR said he could only express, on behalf of his wife and himself, the pleasure they felt in having an opportunity of seeing so many school children of Hongkong together. It was, as Mr. Upsdell had said, an excellent thing that the boys of the different schools should meet on the athletic field in this manner. It not only taught them *esprit de corps*, but they also learnt that there were other schools in the Colony which were proud of their record and of their boys' doings. He was very glad to see that team races had been included in the programme. The only objection one could find to track athletics was that it promoted too much individuality.

The prizes were then given away, the large assembly of boys from all the schools in the Colony showing their keen interest in the awards. When the prize-giving was over, Mr. Upsdell once again expressed to His Excellency the appreciation of the Committee. H.E. bowed his thanks. Little Edith Glendinning then presented Lady Stubbs with a beautiful bouquet of pink roses. The proceedings came to a close with the National Anthem, rendered by the Wiltshire Band, who had been in attendance all the afternoon.

THE OFFICIALS.

The officials were as follows:—

PATRONS:—H.E. the Governor, H.E. Major-General F. Ventris, Rt. Rev. Bishop Lander, Rt. Rev. Bishop Pozzoni, His Honour the Acting Chief Justice (Mr. H. H. Gompertz), the Hon. Mr. A. G. M. Fletcher, C.B.E., the Hon. Mr. D. W. Tratman, the Hon. Mr. E. R. Hallifax, the Hon. Mr. E. Irving, the Hon. Mr. W. Chatham, C.M.G., Sir Paul Chater, C.M.G., Sir Robert Ho Tung, the Hon. Mr. Lau Chu Pak, Commodore V. G. Gurner, Messrs. E. V. D. Parr, N. J. Stabb, R. E. O. Bird, and B. Tanner;

STEWARDS:—Rev. Bro. Aimar, Rev. W. H. Hewitt, Rev. A. D. Stewart, Rev. C. B. Shann, Rev. A. J. Stearn, Mr. A. H. Crook, Rev. T. W. Pearce, and Mr. J. L. MacPherson;

GENERAL COMMITTEE:—Rev. Brd. Alphonsus, Messrs. R. E. O. Bird, H. H. Chan, T. S. Chin, A. H. Crook, F. J. De Rome, L. Forster, G. F. Nightingale, A. Hughes, J. Ralston, J. C. Fletcher, W. L. Handyside, Y. P. Law, S. S. Leung, H. Sykes, W. V. Doherty, and Rev. Bro. Paul;

HON. SECRETARY:—The Rev. G. E. S. Upsdell.

WORKING COMMITTEE:—Rev. Bro. Alphonsus, Messrs. F. J. De Rome, J. C. Fletcher, L. Forster, J. Ralston, W. V. Doherty, A. Hughes, and G. F. Nightingale;

RECEPTION COMMITTEE:—Mr. R. E. O. Bird, Mr. B. Tanner, Rev. W. H. Hewitt, Mr. A. H. Crook, Rev. A. J. Stearn, Mr. A. O. Brawn, Messrs. Ng Fung Chan, Lam Pak To, Leung Shiu On, Lo Yuk Lun, Tse Ching Fong, and Liu Chiu Po;

COMPETITORS' COMMITTEE:—Mr. W. L. Handyside; HANDICAPPERS;—Messrs. H. Sykes, and J. C. Fletcher; STARTERS:—Messrs. J. Ralston, J. C. Fletcher, and C. Mycock; CLERKS OF THE COURSE:—Messrs. L. Forster, and W. V. Doherty; OFFICIAL TIMEKEEPERS:—Messrs. F. A. Britton, and F. S. Cuckow; SCORERS:—Messrs. Wong Shiu Poon, Tso Chi On, and Ko Kin Fan.

JUDGES:—Rev. Bro. Alphonsus, Mr. F. J. De Rome, Mr. A. Hughes, Rev. E. W. L. Martin; Rev. Bro. Paul, Mr. Y. P. Law, Mr. A. O. Brawn, Mr. G. F. Nightingale, Rev. C. B. Shann, Messrs. A. R. Sutherland, A. T. Hamilton, W. L. Handyside, Bishen Singh, Chan Po Shang, Sau Ying Cheung, Leung Shui Sang, Sze To Wing Hon, and Rev. A. J. Stearn.

SPORT.

TENNIS.

HONGKONG C.C. TOURNAMENT.

In the open doubles, J. Stalker and E. Abraham did well in defeating *v.* Yvanovich and C. E. Marques after a very close struggle. The Portuguese pair won the first set, but Stalker and Abraham took the next three and the match, 4-6, 8-6, 7-5, 6-4. They now meet the brothers Lo, against whom they stand little or no chance.

Two matches were played in the semi-final round of the Handicap Singles "A," Olliver defeating Greenaway after losing the first set. The second set provided very equal tennis, both men playing for safety. Olliver finally won 2-6, 9-7, 6-3. Redmond defeated Sewell 1-6, 6-2, 6-4, and is generally expected to win this competition by beating Olliver in the final round.

To the surprise of many, Murray and Jennings went down to Monteith and Timmis in the handicap doubles, 6-4, 6-2.

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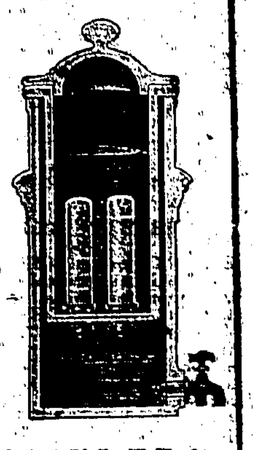
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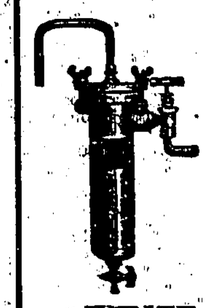
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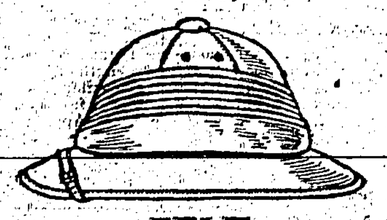
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GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI, up to and for the sum of $500,000 current in Shanghai, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on April 26th, 1920.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on April 27th, 1920.

Persons tendering to state alternatively

(a) The amount of Hongkong Currency payable in Hongkong on April 27th, 1920, required for each $1,000 Shanghai Currency and/or

The amount of Dollars current in Shanghai per £100 for Telegraphic Transfer on the Lords Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.

A DELACOMBE, Lieut.-Colonel,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office.
Hongkong, April 24th, 1920. [809

NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING" VOYAGE HOME FROM CALCUTTA via RANGOON, PENANG, SINGAPORE and SAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns, at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of the Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Apr. 29th, at 10 A.M., and April 30th at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognised.

No Claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Apr. 30th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
As Operators, U.S. Shipping Board.
Hongkong, April 23rd, 1920. [810

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INTIMATIONS

NOTICE.

THE Interest and responsibility of MR CECIL HUMPHREYS in our Firm CEASED on December 31st, 1919.
W. G. HUMPHREYS & CO.
Hongkong, April 21st, 1920. [787

NOTICE.

ON and after the 22nd day of APRIL, 1920, all receipts for money received on account of the KING EDWARD HOTEL shall bear the impress of the Hotel Chop, which is circular in design bearing the words, KING EDWARD HOTEL, both in English and Chinese. Receipts without this stamp chop, will not be recognised by the Hotel Authorities.

J. WITCHELL,
Manager.
Hongkong, April 19th, 1920 781

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

THE PUBLIC is notified that the FULL TRAIN SERVICE will be RESUMED on THURSDAY, APRIL 22ND.

By Order,
H. P. WINSLOW,
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Kowloon, April 21st, 1920. 788

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INTIMATIONS

VICTORIA RECREATION CLUB.

THE ANNUAL ATHLETIC SPORTS will be held at the HONGKONG CLUB Football Ground TO DAY (SATURDAY), APRIL 24TH, commencing at 1 P.M. Sharp.

Admission to Grand Stand and enclosure $1.00. Ladies are cordially invited.

Tea will be provided for on the ground.

By kind permission of Lieut.-Colonel J. R. WYNDHAM and Officers of 2nd Wilts. Regiment the Band will play during the afternoon.

R. H. B. MITCHELL,
Hon. Secretary.
803

ROYAL HONGKONG YACHT CLUB.

NOTICE.

B THING SEASON.

THE GENERAL COMMITTEE has decided to again throw the Club House open from MAY 1ST, to certain approved persons who are not Members of the Club.

Applications for Bathing Membership should be sent to either of the undersigned.

By Order,
E. W. CARPENTER,
P. W. D.
D. K. BLAIR,
Lowe, Bingham & Matthews.
761

HONGKONG STOCK EXCHANGE.

THE Committee have amended the Settlement days as follows for the year 1920:—

THURSDAY, ...	29th April.
FRIDAY, ...	28th May.
FRIDAY, ...	25th June.
THURSDAY, ...	29th July.
MONDAY, ...	30th August.
FRIDAY, ...	24th September.
FRIDAY, ...	29th October.
MONDAY, ...	29th November
THURSDAY, ...	23rd December.

By Order of the Committee,
W. LOGAN,
Secretary,
HONGKONG STOCK EXCHANGE
Hongkong, April 21st, 1920. [791

A. G. DA ROCHA.
IS THE AUCTIONEER

A. G DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2532.

HAVING been Favoured with instructions from MR. ROWERS, will sell by Public Auction on SATURDAY, April 24th, 1920, at 2.30 P.M., at his Sales Room.

One Scott, 2 Stroke Water Cooled MOTOR CYCLE, in perfect running order, new Tyres.

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FAVOURED with instructions from The Concerned,
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HAVING been Favoured with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, April 28th, 1920, at 11 A.M. at his Sales Room.

1,500 CASES PEANUT OIL,
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BIRTHS.

FOWLER.—At Shanghai, on April 19th, to Mr. and Mrs. M. C. FOWLER, a daughter.

McMARTIN.—At Shanghai, on April 15th, to Dr. and Mrs. THOMAS GLENN McMARTIN, a daughter.

MARRIAGES.

CLAIR—WALLACE.—At Shanghai, on April 17th, VERNE CLAIR, of New Jersey, U.S.A., to CLAUDE, daughter of Capt. and the late Mrs. F. H. WALLACE of Shanghai.

QUINCEY—ANDERSON.—At Shanghai, on April 17th, ANNA MAGDALENE, only daughter of Mr. and Mrs. G. A. ANDERSON of Shanghai, to LEWIS PATRICK, 6th son of Mr. and Mrs. WILLIAM QUINCEY of Shanghai.

TUSON—INNOCENT.—At Wuhu, on April 15th, ALAN ARTHUR LANCELOT, son of F. E. TUSON of Eastbourne, to GWENDOLINE DOROTHY, daughter of J. W. INNOCENT, Wuhu.

DEATH.

SMITH.—At his residence, "Shalimar," Ayr, on March 31st, JOHN CARRICK SMITH, late of Nagasaki, Japan, in his 79th year. [806

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 24TH, 1920.

THE CHINESE IN NETHERLANDS INDIA.

CERTAIN statements which have been appearing in the Chinese Press regarding what is alleged to be the oppressive rule of the Dutch in Netherlands Indies have elicited from the Dutch Legation some very interesting information on the changes which are being effected by the Dutch in the Government of the various races in the islands. Practically from the time they took possession of the Islands, the Dutch have adopted the plan of governing each race through its own rulers; for example, the Japanese have been governed by their own Leaders, Chinese have been governed by Chinese, and Arabs governed by Arabs. In this way due regard was paid to the different customs of each people. That system has outlived its usefulness, and the Dutch are now introducing uniform laws; but the necessary changes are being carried out, the Minister states, with due regard to local circumstances and the customs of the various races. It is explained that under the system of uniform laws, disabilities under which the Chinese have laboured have been already removed and others are being removed. For example, they are now permitted to travel without passports and they are not confined to their own residential quarters. What considerations prompted these changes are not set forth in the Legation statement, but we may assume they are intended primarily to remove the sense of grievance under which the Chinese and other races have been protesting. The allegations now being reiterated in the Chinese Press are the echoes of events which took place in October, 1918, when the natives of a certain village, incensed by the usurious practices of the Chinese, suddenly gave vent to their feelings and descended upon the Chinese quarter, with the result that forty of the flimsy houses occupied by Chinese were destroyed by fire and seven Chinese lost their lives. According to the Dutch Legation at Peking, that has been the only incident in respect of which complaint might be made, yet charges are being reiterated which suggest that the Chinese are constantly suffering under a repressive rule which affords them no security of life or property. Now the Chinese are under no obligation to remain in the Dutch Indies under what they regard as oppressive rule, and that these grievances are grossly exaggerated would seem to be proved by the remarkable growth which has taken place in the Chinese population of the islands. The Dutch have ruled there for three hundred years, and the Chinese population there has steadily grown from a few scattered families into a community of something like 700,000. While the natives of the islands are the cultivators of the soil, and in the larger places the mechanics, the practice of the handicrafts is, for the greater part, in the hands of Chinese, who are also largely represented on the tobacco plantations and in the tin mines of Banka and Billeton. The Dutch in their own interests are much more likely to do what they can to make so valuable an element of the population satisfied and contented than to make them discontented and rebellious. Uniform laws, however, entail uniform responsibilities and duties, and according to the statement given out by the Dutch Legation at Peking, the allegations of oppression which are now being made against the Administration arise partly out of a disinclination on the part of the Chinese to fulfil the obligations which follow upon this change in the system of governing the various races. They resent as oppression an obligation to serve in the Colonial Militia for the purposes of local defence. No doubt, they institute in their minds comparisons with conditions for the Chinese in the neighbouring territories of the Straits Settlements and the Federated Malay States. There they are under no obligation to perform any sort of military service. In the Netherlands Indies, however, widely different circumstances prevail, and the Dutch Government is fully entitled to require the large Chinese community there to take their proper share in the defence of the territory in which they live and prosper. There are something like thirty millions of natives in Java and Madoera alone, and presumably the growth of a nationalistic movement among them has shown the necessity for strengthening local measures of defence. The Chinese prefer to leave the duty and responsibility for their defence to other people. Another grievance relates to income-tax. Formerly the Chinese had to pay income-tak on a less income than other foreigners because it was contended that, their standard of living being lower, they could afford to do so. That anomaly has now been removed, and a uniform income-tax has been inaugurated, although it operates somewhat harshly on the other races in the islands. The Chinese are also asking for a modification of the Sino-Dutch Convention, which is similar to the Conventions entered into with other countries, granting them the privileges of consular representation in Netherlands India. They take exception especially to Dutch law being made to apply to Chinese born of parents resident in the islands. We do not know to what extent these grievances are shared by the Chinese who dwell in the Netherlands India. The Press criticism is evidently inspired by Chinese from the Netherlands, though the Netherlands Minister at Peking declares that a more prosperous and contented people does not exist in the world than the Chinese resident in the Dutch Colonies. That the Chinese are a prosperous people in Netherlands Indies will not be disputed, but that a considerable amount of political discontent prevails among them, is clearly shown in the explanation of the situation made by the Legation. These grievances, however, do not justify wholesale charges of "barbarous cruelty" to the Chinese. We may be quite sure that the Chinese population of the islands, instead of showing a steady increase, would show a rapid decline in number if such charges were capable of proof.

Mr. G. T. M. Edkins left the Colony yesterday on the *Rhesus*.

One case (one death) of plague were reported in the Colony on Thursday.

The little Chinese girl, who was charged on Thursday with theft, has been sent to the Po Leung Kok.

The total output of the Kailan Mining Administration's mines for the week ending April 10th, amounted to 89,256 tons, and the sales, during the period, to 76,273 tons.

Returns issued by the Tokyo authorities show that the number of cases of influenza in Japan from November to the end of last month totalled 2,155,000 and the deaths 107,000.

Many friends will hear with regret that Brig.-General C. D. Bruce, who only arrived back in China a few months ago, is compelled by reasons of health to go Home. He is going home on the Blue Funnel steamer *Mentor*.

Prince Higashi Kuni is travelling on the *Andre Lebon* to Marseilles. The Prince is travelling incognito as Count Azuma. He will remain in France for two years and will then proceed to England, returning home *via* America.

There was no tender for the opium contract at Macao on Wednesday. The new contract is for three years from August 1st next. A new notice has been issued to the effect that verbal offers will be received on May 21st. The upset price is $250,000 per annum.

We learn that the St. George's Society have marked St. George's Day by a donation of $1,000 to the two Services as a contribution to their Entertainment Funds, and also by prizes to the British Schools of the Colony for the best essays on a subject appropriate to the day.

Mrs. Harry Woods and the Misses Aileen and Doris Woods, the well-known entertainers, leave on Tuesday next on the s.s. *Mentor* of the Blue Funnel line, for Singapore. It is their intention to return to Hongkong to take up their teaching again next season. Many hundreds have availed themselves of dancing lessons from these clever teachers during their five months' residence here.

A travelling trader on a Sheki junk was arrested by the Police early yesterday morning for attempting to export $45 in subsidiary coins. The man was charged at the magistracy and the money confiscated. When the money was turned over to the shroff, the latter was considerably surprised to find that every coin was a counterfeit. The Police were informed and managed to re-arrest the man as he was leaving the compound.

The Deputy District Grand Master Designate of the District Grand Lodge of Hongkong and South China (E.C.) is the Hon. Mr. P. H. Holyoak, who will be installed on Tuesday next. Wor. Bro. Holyoak's Masonic career in Hongkong has been closely identified with Perseverance Lodge, of which he became a member nearly twenty years ago and was in due course elected W.M. He has also occupied the chairs in the Mark Lodge, the Royal Arch Chapter, and the Rose Croix Chapter.

A Tientsin business man, recently transferred to the Shanghai headquarters of his company, writes to the Editor of the *P. and T. Times* that he much prefers that port in many respects especially as regards residence, houses in Shanghai being outrageously expensive and very scarce of a kind suitable for men who have not taipan's incomes. He also notes that there are lots of Europeans unemployed, and there is a rush of applicants—many, of course, quite unsuitable—for every billet advertised. In Tientsin, at any rate, it is rather the other way, as many firms are still shorthanded in some of their departments.

It is reported, says the *Shanghai Mercury*, that the compulsory savings scheme, which was suggested by the Inspector General of Customs, has been agreed to by the majority of the Customs employees. In the I. G.'s circular, it was stated that the scheme is only compulsory for the new Customs employees who enter the service hereafter, and the old employees are at liberty to comply or not. Forms were distributed to both foreign and Chinese employees, who were asked to fill in whether they are willing to agree with the savings scheme. On the return of the forms, it was found that most of the employees are in favour of the scheme. All the filled forms have been forwarded to the Inspector General for further consideration.

SAN REMO CONFERENCE:

FRENCH CHARGES AGAINST GERMANY:

CLAIM TO EXERT MILITARY PRESSURE.

IRISH PROPAGANDA IN THE STATES:

GOVERNOR'S WARNING.

THE BUDGET PROPOSALS:

MR. CHAMBERLAIN'S REPLY TO CRITICS.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE SAN REMO CONFERENCE

FRENCH ACCUSATIONS AGAINST GERMANY.

PARIS, April 21st.

A Havas message says:—

The question chiefly occupying the attention of the San Remo Conference is Germany and German disarmament. What French circles want is that the Treaty, signed by all the Powers, should be carried out. Where amendments are necessary, France, as the principal injured party, is the chief creditor, and, as one who has most to fear in future, should have the right to the first say. Deliberation, protocols and diplomatic instruments have failed so far to secure the execution of the Treaty terms. The German Army is still vastly over the prescribed strength. Germany, again, is drilling pseudo-volunteers and the Police Corps. Germany is keeping up and hiding arms and ammunition. She is sending only a small fraction of the coal from the Ruhr area which she promised to despatch to France. She apparently is not even contemplating paying any part of her financial debts. The only thing, therefore, is to keep intact an armed threat, and that is the threat of the French Army.

M Millerand refuses at San Remo—as he refused at Paris—to surrender the right of France to the final decision whether a move forward of the troops may not be necessary at some time in the event of still further obstinancy on the part of Germany.

EARLIER CABLES.

A DISAGREEMENT.

PARIS, April 21st.

A telegram from San Remo says that there has been a disagreement between Britain and Italy, on the one side, and France, on the other, as regards Germany; that is, as regards the method of carrying out disarmament. The former favours economic pressure, while France desires military pressure.

According to the Paris correspondent of *Le Journal*, Mr. Lloyd George and Signor Nitti propose a reduction of the occupied area but an extension of the period of occupation.

THE APPLICATION OF THE GERMAN TREATY.

LONDON, April 20th.

The *Times'* correspondent at San Remo says that conversations, between the Premiers have apparently aroused misgivings in France, which favours the application of the whole Treaty, while Mr. Lloyd George seems to favour a policy to suit the changing conditions.

Signor Nitti is credited with a desire for some revision in the spirit of the application of the provisions.

BRITAIN'S FIRM INTENTION.

SAN REMO, April 21st.

British circles are surprised at French apprehensions at the British and Italian attitude in regard to the carrying out of the Peace Treaty.

Reuter is authorised to state that Britain is firm in the intention of seeing the Germans carry out the Treaty.

GERMANY'S INITIAL MEASURE.

BERLIN, April 20th.

A telegram from Paris says that the Allied Note presented at Berlin on April 20th points out that since the Treaty was signed, nothing has been done to give effect to the stipulations, and Germany must, as an initial measure, disarm.

ALLIES TO OCCUPY GALLIPOLI.

SAN REMO, April 20th.

The Conference is discussing the Turkish question. There is no doubt that the Allies will occupy Gallipoli. The Treaty, which will be presented to the Turks in Paris on May 10th, will provide for this, with other naval and military measures which the British, French and other Admirals and Generals are considering.

ALLIES TO CONTROL TURKEY

PARIS, April 20th.

It is semi-officially stated from San Remo that the Council has definitely decided to internationalise the Straits, and establish Allied contingents in Constantinople.

Allied, naval and military experts are meeting to-morrow for the purpose of organising the control of Turkey.

LATEST CABLES.

M.R. DE VALERA'S PROPAGANDA.

GOVERNOR OF ALABAMA'S DENUNCIATION.

MONTGOMERY (Alabama), April 21st.

According to the *Birmingham Post*, the American Legion, having passed a resolution requesting the Governor of Alabama publicly to proclaim Mr. de Valera *persona non grata*, the Governor replied that, whilst it was outside his official province to issue such a proclamation, his personal opinion was that the pilgrimage of Mr. de Valera and his Sinn Fein propaganda should, long ago, have received the attention of the State Department. "Were I the directing official of that department," he says, "I would unhesitatingly order the deportation of Mr. de Valera without any delay."

EARLIER CABLES.

UNREST IN IRELAND.

ANOTHER DETECTIVE SHOT DEAD.

LONDON, April 20th.

A detective was shot dead in a Dublin street this morning.

THE RUHR CRISIS.

PROTEST AGAINST FRENCH USE OF BLACK TROOPS.

LONDON, April 20th.

The Executive of the Labour Party has passed a resolution protesting against the use of black troops in the Ruhr region. They say the practice is degrading and dangerous, especially seeing that the negroes are conscripts, and urge the Government to secure the withdrawal of the blacks from Europe.

GOVERNMENT YIELDS TO ALLIED PRESSURE.

BERLIN, April 20th.

The Government, yielding to Allied pressure, has agreed to disband the so-called Civic Guard. While declaring that it cannot admit that the Treaty compels it to deny the population such protection as is essential to the maintenance of Germany's internal security, the Government promises that the military training of the local forces maintaining order will henceforth be avoided.

FREIGHT RATES MAY FALL

AND PASSENGER RATES RISE.

LONDON, April 20th.

The *Times'* shipping experts are of opinion that freights will shortly fall, owing to the great increase in tonnage. Passenger rates, however, are likely to rise.

AMERICAN MANUFACTURERS

BEING ASSISTED BY THE GOVERNMENT.

NEW YORK, April 20th.

It is announced that the first Federal Reserve Foreign Banking Association, with a capital of $2,000,000, has obtained a charter to enable American manufacturers to compete in foreign markets on a credit basis.

HIGH COST OF LIVING.

AMERICAN STEEL CORPORATION'S ACTION.

NEW YORK, April 20th.

Judge Gary, at a meeting of the Steel Corporation, said that the Corporation was holding down prices in order to check the high cost of living.

JEWS IN PALESTINE.

BRITAIN'S POLICY UNCHANGED.

LONDON, April 19th.

In the House of Commons, replying to Mr. Terrell, Mr. Cecil Harmsworth said that the Government's policy as regards the Jews' future position in Palestine remains as defined by Mr. Balfour in his declaration of November, 1917.

THE PRINCE OF WALES.

ARRIVES AT FIJI.

SUVA, April 20th.

H.M.S. *Renown* arrived here this afternoon. It is raining. The Governor boards the warship at six o'clock.

LATER.

A number of Fijian canoes met the *Renown* at the harbour entrance. The Governor, Sir C. H. Rodwell, boarded the vessel. The Prince will be ceremoniously presented, to-morrow with a whale's tooth and the native drink "yaqona," after which there will be a native war dance.

LATEST CABLES.

GUATEMALA RISING.

CABRERA DECLARED INSANE.

NEW ORLEANS, April 21st.

Schaumberger, the former American Secret Service Agent, has sent the following cable from Guatemala:—President Cabrera has been declared insane, and is now a prisoner awaiting trial. During Cabrera's bombardment of the capital, many shells struck the British and the American Legations.

MORE PAY.

FOR AMERICAN ARMY AND NAVY.

WASHINGTON, April 21st.

A conference of the Senate and the House of Representatives has agreed to the Bill increasing the pay in the Army and in the Navy, by, approximately, 20 per cent.

EARLIER CABLES.

WOMEN'S LABOUR CONFERENCE.

MISS MACARTHUR'S SPEECH.

LONDON, April 21st.

A National Conference of Labour women opened in London to-day, when 400 delegates were present. Miss Mary Macarthur, who presided, said that this was the first Women's Labour Conference on such a representative scale, 150 branches being represented.

She emphasised that women were never so important politically as at the present day. There was sufficient driving force in that assembly to change the face not merely of England but of the world.

Referring to the Washington Conference, in which connection she deplored the general apathy that prevailed, Miss Macarthur said that everything vital in politics centred round the child. It was because of the child that the Labour Party had turned their backs on a blood-stained past.

THE WASHINGTON CONVENTIONS.

The Conference passed a resolution calling on the Government immediately to give effect to the Washington Conventions, by introducing a Bill providing for the care of mothers at childbirth and infants, on a universal, non-contributory basis, as the first step towards the creation of international social and industrial law.

The resolution, however, declares that the Conventions fall short of the necessities of the present times as regards continuation schools, prohibition of overtime, and night work.

The Conference also passed an urgent resolution as regards the use of black troops in the Ruhr region.

BRITAIN AND SOVIET RUSSIA

COMING VISIT OF LABOUR DELEGATES.

LONDON, April 20th.

The Labour Party announces that the Supreme Council has agreed to issue passports to the Russian frontier for British Labour delegates visiting Russia.

RUSSIAN DELEGATION NOW IN COPENHAGEN.

In the House of Commons, at question time, Mr. Bonar Law stated that the trade deputation from Russia was at present in Copenhagen. They had had preliminary discussions with the representatives of the Supreme Economic Council, but further progress could not be made pending the Allies' consideration of certain questions of principle raised by the Russian delegates—including the British Government's refusal to allow M. Litvinoff to accompany the delegation to England.

THE ADMISSION OF LITVINOFF.

LONDON, April 20th.

The National Executive of the Labour Party has passed a resolution urging the Government to permit the immediate admission into England of M. Litvinoff and the Russian Trade Delegation, with a view to giving effect to the Government's decision to resume trade with Russia.

AMERICA'S TRADE.

COMPARATIVE FIGURES FOR MARCH.

WASHINGTON, April 20th.

The imports for March amount to $484,000,000, exceeding by $10,000,000 the high record for January.

The exports amounts to $820,000,000, being second only to the record of June, 1919.

DISASTROUS TORNADO IN AMERICA.

ABOUT THIRTY PERSONS KILLED.

NEW YORK, April 20th.

A tornado swept portions of Mississippi, Alabama and Tennessee. About 30 persons were killed. Great damage was done to property.

OVER 140 PERSONS KILLED.

BIRMINGHAM (ALABAMA), April 21st.

Over 140 persons were killed, and many millions of dollars of damage caused, by the tornado in Eastern Mississipi, North West Alabama and South Tennessee.

NEW COMMISSIONER OF POLICE.

BRIGADIER-GENERAL HORWOOD APPOINTED.

LONDON, April 20th.

Brigadier-General W. Horwood has been appointed Commissioner of Police, in place of Brigadier-General Macready.

BRITISH BUDGET.

RECEIVES A MIXED RECEPTION.

LONDON, April 20th.

The Budget received a mixed reception in the House of Commons and the Press. It is generally deplored that the Government's proposals do not show signs of a real desire for drastic economies. The increases on luxuries are accepted as inevitable, but the increase in the Profits Tax is sharply criticised as likely to check the trade revival and hamper the establishment of new industries.

MR. CHAMBERLAIN REPLIES TO THE CRITICS.

LONDON, April 21st.

In the House of Commons, during the Budget debate, Mr. Austen Chamberlain, replying to criticisms, declared that the Government did not apprehend that the increase of the wine duties would appreciably increase the difficulties in France, Italy and Portugal. He pointed out that the French Government proposed drastically to restrict the importation of luxuries, many of which would be absolutely prohibited, while others would be very heavily taxed. This would affect British trade, but he did not complain, because neither the French nor the British action was unfriendly or retaliatory, but was simply due to the necessity of restricting expenditure on luxuries and raising an immense revenue to meet the obligations of the two countries.

The proceeds of the extra 20 per cent. on the Excess Profits Tax imposed for a year would be £100,000,000, but this sum would not be collected in one year.

He emphasised the immense things the nation was doing—facing her responsibilities, showing strength in meeting her burdens, and her resilience under the strain of the war.

He asserted that the prodigious amount of £534,000,000 would be devoted, within two years, to the reduction of the debt. No other nation in Europe could achieve this—which we were doing without recourse to extravagant taxation or a levy on war wealth.

Mr. Chamberlain said he intended to stand or fall by his original proposal to increase the Excess Profits Duty to 60 per cent., but he would remit the increase in the event of war wealth taxation being introduced. He agreed that a war wealth levy should not be made except in a great national emergency. He pointed out that the levy was far more equitable than a general capital levy. He would be disappointed if there was not a further vast reduction in public expenditure during the current year. He believed that, by adopting the Budget, the country would start on a new path of credit and stability.

BULGARIAN AND AUSTRIAN TREATIES.

NOT FAULTLESS, BUT THE BEST POSSIBLE.

LONDON, April 21st.

In the House of Lords, Lord Milner, during the second reading of the Austrian and Bulgarian Treaties, emphasised that the boundary of the Tyrol, which brought a considerable number of Germans into Italy, was the result of Italy's insistence upon a boundary necessary for her strategic safety. The Allies were debarred from resisting the claim owing to the Treaty which had been concluded when Italy entered the war.

The Treaties were not faultless, but they were the best possible in view of the conflicting interests of the Powers involved.

As regards the Reparation Clauses, he drew attention to the Allies' past records, and pointed out that up to the present all we had done was to render very substantial assistance.

The world was entitled to assume that the economic provisions of the Treaties would be exercised in a spirit of fairness and sympathy so far as that was consistent with justice to those having stronger claims upon us than our late enemies.

HUNGARY.

INVITES BRITISH LABOUR PARTY MISSION.

LONDON, April 20th.

The Labour Party has accepted the invitation of the Premier of Hungary to send a Mission to Hungary to investigate the charges of systematic persecution of the working classes.

THE WAR ON BOLSHEVISM

GENERAL WRANGEL'S OPERATIONS.

CONSTANTINOPLE, April 20th.

General Wrangle's Army, operating in Northern Crimea, drove back the Reds for ten miles. The Bolsheviks are advancing along the coast from Tuapse to Sochi, where General Shkuro is opposing them, though it is believed they will ultimately be obliged to retreat to Georgia owing to the threat to Batum. An Allied warship shelled the road near Sochi over which the Reds were advancing.

SIR AUCKLAND GEDDES.

BRITAIN'S AIM IN IRELAND.

NEW YORK, April 20th.

Sir Auckland Geddes arrived here to-day. Interviewed, he said that Britain's aim in Ireland was to provide political machinery by which the hostile parties could work out their own political salvation without ruining Irish economic interests.

RESUMPTION OF TRADE WITH RUSSIA.

He added that Britain and the United States were cordially consulting each other on the question of the resumption of trade with Russia in the interests of the economic conditions of the world.

FUTURE OF THE BRITISH EMPIRE.

STIRRING SPEECH BY LORD BIRKENHEAD.

LONDON, April 22nd.

Speaking at a banquet of the Association of British Chambers of Commerce in London, Lord Birkenhead, referring to the close union between the Dominions and the Mother-country, said that the fortunes of the Empire for the next three years were balanced in an insecure equipoise. On one side of the scale was a greater degree of glory and material success than ever was attained by Imperial Rome at the moment of her supreme greatness, and on the other side were the forces of unrest fomented by the difficulties of living, high prices, industrial unrest, and by the efforts, made in many quarters, of open revolution. So, every English responsible and patriotic citizen must stand to-day before those two scales and decide which side he would stand if one scale inclined. In ten or fifteen years, this Empire would not only be greater than ever it was; it would be greater than any Empire in the whole history of the world. If we faltered with our high mission, not only we, but our children and grandchildren, might miss the sublime sacrifice made by the bravest soldiers which the military history of the world supplied.

THE HOUSE OF COMMONS.

NORTH EDINBURGH BY-ELECTION.

LONDON, April 22nd.

The by-election at North Edinburgh—rendered necessary by the appointment of the Rt. Hon. J. A. Clyde as Lord President of the Court of Session—resulted as follows:—

	Votes.
MR. FORD (Coalition U.)	9,944
Mr. W. Runciman (Liberal)	8,469
Major Graham Pole (Labour)	3,808

SOUTH EDINBURGH BY-ELECTION.

The by-election at South Edinburgh—caused by the appointment of Major C. D. Murray as Solicitor-General of Scotland—resulted as follows:—

	Votes.
MAJOR MURRAY (Coalition U.)	11,176
Mr. Holmes (Liberal)	8,177

FIRE IN NEW YORK HARBOUR.

THE "HALLFRIED" DESTROYED.

NEW YORK, April 20th.

In the first, the Bush Terminal only was damaged, but the *Hallfried* was practically destroyed. The explosion was due to the nitrate in her hold.

OBITUARY.

BRITON RIVIERE, THE PAINTER.

LONDON, April 20th.

The death is announced at the age of 80 of Mr. Briton Riviere, R.A., the famous painter of animal subjects.

JAPAN AND SAGHALIEN.

PROTEST FROM RUSSIA.

It is reported that the Soviet Government has lodged a protest with the Japanese Government against the dispatch of a naval force to Russian Saghalien, with the object, it is alleged, of occupying the territory. The Japanese authorities explain that there is a misunderstanding on the part of the Russian Government. A Japanese warship, with an ice-breaker, was dispatched to Russian Saghalien in the middle of January, because reports were received that Bolshevik risings had taken place in that region and that the safety of the Japanese residents was imperilled. The Japanese vessels arrived south of the port of Alexander on February 15th, and when it was ascertained that the lives and property of the Japanese residents there were safe and an understanding with the new Government had been established, they were withdrawn five days later.

The news of this alleged Bolshevik rising, says the *Japan Chronicle*, was telegaphed from Japan all round the world, and represented as a combined movement of Bolsheviks and Koreans.

THE AMERICAN MINISTER TO CHINA.

NOT ANTI-JAPANESE.

The *Mainichi's* correspondent at New York has had an interview with a gentleman whose name he is forbidden to publish for the present, but who will probably go to China with Mr. Crane, the new American Minister, as his private counsel. He said:—

"Mr. Crane is not anti-Japanese. He is a very likable man and his interest in Far Eastern affairs is quite sincere. If he proves anti-Japanese I shall get after him hammer and tongs. I, personally, am against his appointment, simply because there is wanted a man whose past associations would help your Government and people to get into line with him in China, but between now and the November elections the White House can see nothing but partisan politics."

Further reliable information has revealed to the correspondent the inside of the story of the Crane nomination and confirmation. Colonel House, after his break with President Wilson in Paris, got back and began the Hoover boom. Mr. Crane was drawn into the Hoover movement by Colonel House. The Hoover boom worried the Democrats and the Republicans. President Wilson nominated Mr. Crane simply to pull away Mr. Crane's million dollars from the Hoover boom. Senator Lodge confirmed Mr. Crane's appointment for the same reason. Japan and China have never figured in the transaction. Mr. Crane sails at the end of April for China.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

CHINESE EASTERN RAILWAY.

PEKING, April 22nd.

The Chinese Eastern Railway Council at Harbin have dismissed General Horvath as general manager, substituting Piminoff.

It is pointed out here that such proceedings are irregular as, according to the statutes, the meeting must either be held at Peking or Petrograd. The Chinese are anxious to adhere to the statutes in order to prevent the entry of a third party.

STUDENTS' STRIKE.

The students of Peking University and colleges struck to-day.

[THROUGH REUTER'S AGENCY.]

M. PAINLEVE'S VISIT TO CHINA.

LONDON, April 21st.

The *Times'* Paris correspondent says that in response to the invitation of the Chinese Government, M. Painleve is going to Peking on May 11th to study the development of Franco-Chinese intellectual relations. He will return to France in September.

DR. WU TING FANG

ACTION IN SUPREME COURT.

According to a Canton correspondent, the Military Government at Canton has deputed Yu Fung-shao, the Commissioner of General Affairs, to appear in the Supreme Court in Hongkong as its representative in the action which is to be brought against Dr. Wu Ting-fang for the recovery of the funds of the Military Government which Dr. Wu Ting-fang is said to have deposited in the banks in Hongkong. The amount involved is said to be more than $2,000,000.

EXPEDITION TO HUNAN.

Shum Chun-hsuen, according to the correspondent, is preparing to attack Hunan. Yunnanese troops are on their way.

FANTAN CONTRACT.

The syndicate now holding the concession for fantan gambling establishments in Canton has applied for an extension of the contract for a further period of three years on the same terms as at present.

LEGACIES FOR MACAO FOLK.

LIQUIDATION OF AN OLD PORTUGUESE SOCIETY.

There is a good deal of excitement in Macao just now over the distribution of the assets of a very old Society called "Casa de Sequro de Macau," whose head office was transferred from Macao to Calcutta in 1820. The Society is being liquidated. Seven or eight years ago people interested in the Society were called upon to furnish proofs of their claims to the money of the Society which is in the care of the Supreme Court of Calcutta; but as the shareholders were the grandfathers of the present generation there was no satisfactory response from Macao to the advertisements, as few of the residents were aware that they had any financial interest in the Society. Now a list containing many names of shareholders has been published; hence the excitement in Macao. Heirs to this money will probably be found among the Portuguese residents of Hongkong and every other port in the Far East. Our Macao correspondent sends us the following list of names of shareholders registered in the Society's books, and whose heirs are interested in the distribution of what is said to be a very large sum of money:

Manuel Pereira 10 shares; Barao de S. José de Portalegre, 4 shares; Santa Casa da Misericordia 4 shares; Leal Senado 10 shares, Francisco José de Paiva 6 shares; José de Almeida Carvalho & Ca, 1 share; José Gomes Brandao 1 share; Vicente Baptista Cortella, 2 shares; Antonio Goulart da Silveira, 4 shares; Justiniano Vieira Ribeiro, 2 shares; Antonio dos Remedios, 2 shares; Vicente Caetano da Rocha, 2 shares; Miguel Antonio Cortella, 1 share; Manuel Felix Pereira, 2 shares; Luiz Joao de Almeida, 4 shares; Antonio Pereira, 4 shares; Joao de Deus de Castro, 4 shares; Manuel Francisco Marques, 1 share; Faustino Coelho dos Santos, 1 share; Antonio Vicente Cortella, 1 share; Boaventura Antonio Peres, 1 share; Joaquim dos Remedios, 1 share; Joaquim de Souza, 1 share; Manuel Martino, 2 shares; Carlos José Pereira, 1 share; Joaquim Pedro José da Silva, 1 share; Hyppolito de Souza, 1 share; Agostinho de Sá, 1 share; Januario Agostinho da Silva, 2 shares; Antonio Joaquim Cortella, 1 share; Pedro Candido dos Santos Vital, 1 share; Ignacio Baptista Cortella, 2 shares; Joaquim Josee dos Santos, 1 share; José Joaquim Barros, 1 share; Goncalo Pereira da Silveira ou seus herdeiros, 1 share; Francisco Antonio Pereira da Silveira, 1 share; and Francisco Cerilo Braga, 1 share.

In this list of names almost [illegible] whole of the Portuguese families of [illegible] are represented and possibly many [illegible] them may be able successfully to p[illegible] their title to the money awaiting cla[illegible]

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Bottled History

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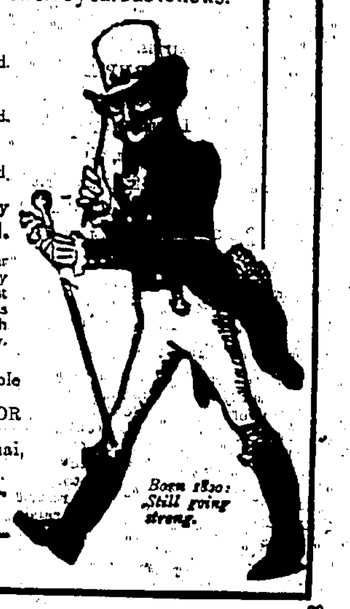
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JOHN WALKER & SONS, LTD.,
Scotch Whisky Distillers,
Kilmarnock, Scotland.

C2

IMPRESSIONS OF ENGLAND.

THREE YEARS' EXPERIENCE OF A JAPANESE.

Under the caption "Japanese Impressions of England," Mr. Ito, of the *Jiji*, who recently returned from a three years' sojourn in that country, publishes a long article dealing with his experience and impressions, a summary of which will be found of interest. The section so far published constitutes a glowing eulogy.

Mr. Ito says:—"'Britain is on the wane' is an expression which is—or at least was—in the mouths of a majority of Japanese. This was particularly emphasised by those under the spell of German influence. But in the light of my observation during a stay of three years in England, it seems clear to me that unless the national character of the British people changes for the worse, their supremacy in the world will not be lessened for some hundred years to come. Of course, in that her pace of progress was by far slower than that of new countries like Germany and America just at the height of their growth, it was perhaps justifiable to say that Britain was relatively retrogressing, but absolutely speaking, there has been an uninterrupted progress for more than a century since she assumed the leading rôle in the family of nations.

"In the case of Britain at the present day, there are none of those factors which made for the national decline and fall of Carthage, Rome, and other hegemonic Powers. Unlike Rome and others, Britain is the greatest storehouse of coal and iron in the world, and the greatest industrial country on earth both in name and fact, while it is needless to say that she is supreme in commerce. Far from being enervated by her material prosperity, her naval force continues to command the almost unconditional respect of the rest of the world, so that no country dares to land a single soldier on her shores. In agriculture, it is true that, like Rome and others, she is dependent on foreign countries for the greater part of her foodstuffs; but here, too, the soil and national character of Britain have shown that the defect can be easily mended on occasion. When the necessity of self-supply in the matter of food made itself keenly felt during the war, King George took up the spade in person and cultivated the potato in the front court of Buckingham Palace and his example was eagerly followed by his subjects, so that over 2,000,000 acres were newly brought under cultivation.

"Thus, the economic motive power and power of national defence which are essential to the establishment and maintenance of supremacy in world politics, and owing to the lack of which the older hegemonic Powers—from Rome to the Netherlands—declined, are not wanting in Britain. But what is more important even than these in determining the fate and destiny of a country is its national character. And it is precisely in this respect that Britain presents a most striking contrast to countries like Rome. The strongest points in British character which the Japanese people,—so apt to be puffed up with self-satisfaction and vainglory over small successes—will do well to imitate are those qualities which mark the British as a great people in the world."

BRITISH PRACTICALITY AND TENACITY.

The writer thereupon discusses the composition of the British nation at some length, and goes on to say:—

"The Normans conquered the Anglo-Saxons, but the Anglo-Saxons ended by conquering their conquerors, assimilating the blood and qualities of the Normans, the result being the three distinctive features of British character, (1) tenacity of purpose; (2) bravery and enterprise; and (3) tenderness of sentiment. Mention of the expression 'the British people' at once suggests the idea of a practical people. In fact, it was the practical genius of the Anglo-Saxons that enabled them to conquer the conquering Normans culturally, and the trials and experience which the nation went through from the time of Queen Elizabeth till the middle of the nineteenth century made them more practical than ever. In the eyes of the British, names and form count for nothing. Nor do they pay much heed to system. What is most important to them is utility and practicality. Utilitarianism is really the backbone of the British Empire. A firm belief in utility is reflected in the two great features of British character—careful deliberation and resolute action. It is often extremely tiresome for other nationals to discuss a new project with their English friends, because the latter debate all its pros and cons at full and exhaustive length and in all its bearings; but when they decide on a line of action, they hammer away at it with resolution.

BRITISH ASPIRATIONS.

"Their outlook on life tends towards harmony, peace and longevity. England is a country where people actually fight least of all other countries, although verbal dispute is carried on a great deal. They love peace because they believe that peace is the only road to happiness. Treitschke and Bernhardi have no sympathisers in England, although many friends are found for Kant and Hegel.

"The extremely utilitarian temperament of the British people is likewise reflected in their philosophy. In the German sense of philosophy, it is perhaps no exaggeration to say that England has produced not a single philosopher. Philosophising for the sake of philosophising is an idle waste of time in the British eye. As a philosopher, Darwin was perhaps in the third class, but in England he is regarded as one of the greatest philosophers in the world, because his theory of evolution is beneficial to mankind. English philosophy is nothing more than part and parcel of science intended for the benefit of mankind. This is why Comte is regarded in England as the greatest philosopher in the world in spite of the comparatively low esteem in which he is held in his own country. Speculation and abstraction have no place in England. Experience and observation are the essence of English philosophy."

MOTHER

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Women can only feel young, and look young, when their health is good. A pasty complexion, hollow cheeks, dull eyes, faltering step, and a drooping figure are indications that something is wrong. That something, in most cases, is the faulty action of the digestive system, giving rise to indigestion—the arch enemy that so often robs a woman of her strength, vitality, and the rosy bloom of health.

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Golden colour for Fair or Grey Hair. Bottles 2/6, 7/-, 10/6, of Stores, Chemists, and Hairdressers.

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Spots Spread All Over Her. Cuticura Healed.

"My little girl had a very bad back, head, and face. The trouble started like little spots and then spread all over her, and I had to cut half her hair off. It used to irritate her so, we had to tie gloves on her hands, and her face was a sight.



"Nothing did her any good until I tried Cuticura Soap and Ointment, and after using one cake of Soap and one tin of Ointment she was healed." (Signed) Mrs. Fisher, 11, Ripley Rd., Swindon, Wilts., Eng.

If you have a poor complexion, improve it by using Cuticura Soap daily and Cuticura Ointment occasionally.

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Nothing On Earth Like "Gets-It" For Corns and Calluses.

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THERAPION No. 1
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THE TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS.

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IN CHOSEN
Keijo (Seoul)—Chosen Hotel
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DUE INWARDS	ABOUT	SAILING FOR LOS ANGELS	ABOUT
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468]

GERMANY AS IT IS TO-DAY

TALKS ON HATE.

BERLIN, March 1st.

If we had lost the war! That is the thought which occurs to one every day in Germany, especially in Berlin. It is a reflection which, I must admit, rather smothers the sympathy aroused involuntarily by the sight of a people haggard, hungry, and desperate, says the *Evening Standard's* correspondent. The British and Allied Missions in Berlin behave so quietly that one could live here for weeks and never know they existed. Their tact passes belief. I am told by people more competent to judge than I am that our complete self-effacement, our readiness to dress in civilian clothes, has done more to arouse respect and admiration for Great Britain than a year of propaganda.

If we had lost. I cannot imagine London under German rule without a shudder. The sabres and the spurs in Piccadilly? the vulgar nightly parade at the Ritz and the Savoy, and the continual crack of the master's whip would form an amazing contrast to our quiet, gentlemanly behaviour in Berlin in the day of our triumph.

WORSHIPPING SUCCESS.

Another contrast, in the psychology of success, were the tables turned, would be the attitude of the British people towards the German. Even if England were starving and beaten, as Germany is to-day, I cannot imagine the ordinary British man or woman expressing the cordiality for the German that the Berliner does for the British traveller.

This desire to fraternise is one of the surprising psychological gulfs which impresses the British wanderer over here more than anything else. I notice now and again newly arrived Englishmen trying to efface themselves as if expecting to be hissed and insulted. They do not seem to understand that the German mentality worships success and is drilled to respect a master. They soon find that the atmosphere is almost moist with urgent cordiality, and they are frankly puzzled.

"WHY DO YOU HAVE US?"

"I can't realise that these people once sang the 'Hymn of Hate,'" remarked a simple soul to me yesterday. "They fall over each other to help you. . . . I say, do you think if we had lost the war it would be safe for them to jabber German at night in the side-streets off Leicester-square as we talk English in Berlin?"

Again, I wonder.

The German on his part professes to be amazed at the bitterness felt against him in England.

"Why," he asks innocently, "do you hate us?"

The first time a German asked me this the audacity of it winded me for a moment. In the process of letting light into his clipped cranium, I discovered that to argue with a German about the brutality of his nation is waste of breath. In the first place he has been kept carefully in the dark about German atrocities; and in the second place he has grown up with the idea that everything a German does is right and unquestionable.

THE GERMAN IN LONDON.

The head of one of the largest general stores in Berlin said to me:—

"A friend of mine, who before the war did a big trade in London, wishes to open up business again with certain London houses, and went to England last week. He has returned to Berlin disgusted. He was refused admission in five London hotels when he filled in his registration card as a German. Eventually he got rooms in a Bloomsbury boarding house. Two days later the other boarders discovered him, and went to the manager, saying they could not live under the same roof with a Hun. My friend was turned out. Why do you treat us like this . . . why is it?"

I give my reply, 'because it surprised the inquirer,' and left him without argument for a moment:—

"In Berlin," I said, "all you know of this war is hunger. In London every man, woman, and child has heard German bombs killing defenceless civilians—a form of warfare invented by Count Zeppelin. England is an island, and our coast towns have for weeks during the war seen babies' shoes washed up by the sea—your submarines were very impartial. Years of this, combined with the policy of your military leaders, is calculated to make you loathed—don't you agree?"

"THAT WAS WAR."

The German gazed thoughtfully through gold-rimmed spectacles for some time. Then he said:—

"All that is over. It was—war! You have won. The German people could never hate you—never have hated you—as you hate them."

"What about the Hymn of Hate?"

"That was propaganda. We laughed at it. The German people are incapable of hating any one but a Frenchman."

That is the pathetic tone adopted by 95 out of every 100 German business men. I cannot exaggerate the complete hopelessness of outlook which accompanies such expressions. Heads of big firms, men once employing hundreds of workpeople, seem to have suffered a moral collapse. The haggard, hopeless look is characteristic of the commercial classes who have seen a national dream shattered, and instead of wider and more glorious fields of conquest opening before them find themselves on the brink of ruin.

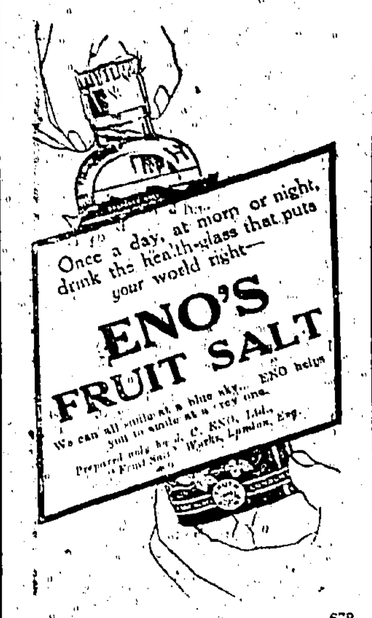
Here and there, but very rarely, one meets a man of sterner stuff who yet retains something of the old truculence.

THE OLD TONE.

"The world cannot do without us," is his cry. "England is too wise to let us sink. Then she would draw no indemnities. You cannot starve the milch cow and expect milk. England also realises that the day our over-tried people accept anarchy is the day the British Empire totters to its fall."

I was talking to one of these men today when the rumour came that Mr. Asquith has been victorious at Paisley, a by-election which has caused much interest here.

(*Continued at foot of next column.*)



672

WHAT 2 MINUTES A DAY WILL DO FOR YOUR HAIR.

GREAT HAIR-BEAUTY GIFT.

1,000,000 HARLENE "HAIR-DRILL" OUTFITS FREE TO READERS.

EVERY woman and girl can double her beauty and attractiveness by devoting only two minutes a day to "Harlene Hair-Drill."

To-day all the leading Actresses, Cinema Queens and Society Leaders make it a part of their daily toilet and willingly testify to its hair-growing and beautifying results. To-day you, too, can test it absolutely free (excepting a small outlay of 6 annas for postage and packing of the parcel to your home).

So many women are now engaged in valuable but hair-injurious work—there are over 1,000,000 national workers alone—that the proprietors of Edwards' "Harlene-for-the-Hair" have decided to make yet another great 1,000,000 Gift distribution of "Harlene" Outfits.

This is really a Four-in-One Gift, for it includes—

1.—A bottle of "Harlene," the true liquid food and natural tonic for the hair.
2.—A packet of the marvellous hair and scalp cleansing "Cremex" Shampoo Powder, which prepares the head for "Hair-Drill."
3.—A bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair, and is especially beneficial to those whose scalp is inclined to be "dry."
4.—A copy of the new edition of the secret "Hair-Drill" Manual of Instruction.



It is wonderful what only 2 minutes a day practice of "Harlene Hair-Drill" will achieve in the cultivation and preservation of a glorious head of hair. Try it free for one week. Accept one of the 1,000,000 free 4-in-one Gift Outfits. Send Coupon below with 6 annas for return postage and packing of parcel.

"HARLENE" MAKES ALL THE DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a new sparkle and freshness revivifying the hair, and all the lost light and shade, as well as the delicate tints of the hair, which have been dulled down, will reawaken and your hair will rapidly take on a new lease of life and beauty.

Why not try this great yet simple scientific "Harlene" hair growing experiment at once? Write for the Free Outfit to-day. Simply fill in the Coupon below and enclose 6 annas in stamps to cover postage.

Further supplies of "Harlene" and "Cremex" Shampoo Powders can be obtained as required from all Bazaars and Drug Stores throughout India. Any or all of the preparations will be sent on receipt of six annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24, 26, Lamb's Conduit-street, London, W.C. 1. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed

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To EDWARDS' HARLENE, Ltd., 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C. 1, England.

Dear Sirs,—Please send me your free "Harlene" Four-fold Hair-growing Outfit as described above. I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press. 46

SAVARESSE'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM. Of all Chemists. Made in London.

"That is a sign that justice and commonsense are beginning to show through the midst of hate," he remarked. "Now we can look for some revision of the Treaty which will enable you to reap the profits of victory and will enable Germany to lift herself out of the slough of despond and Bolshevism into which she is rapidly sinking. Hope is not yet dead if English commonsense triumphs."

"ENGLAND WILL SAVE US."

It is no doubt this widespread belief that Great Britain is destined to save her old enemy at the eleventh hour which partly explains the open respect and cordiality shown here for the Briton. Another reason is the German belief that the British people do not care anything about the extradition question or the trial of the war guilty.

There may be other reasons, but they are wrapped up in the mystery called German psychology.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW	"HOPSANG" ...	Sun.,	25th Apr., D'light.
SHANGHAI	"KWONGSANG"	Thurs.,	29th Apr., D'light.
MANILA	"LOONGSANG"	Fri.,	30th Apr., 3 p.m.
TIENTSIN	"CHEONGSHING"	Sat.,	1st May, D'light.
SANDAKAN	"HINSANG"	Sat.,	1st May, Noon.
HAIPHONG via HOIHOW	"TAKSANG"	Tues.,	4th May, 8 a.m.
STRAITS & CALCUTTA	"YATSHING"	Wed.,	5th May, 3 p.m.
SANDAKAN	"CHUNSANG"	Thurs.,	6th May, Noon.
KOBE	"LAISANG"	Mon.	10th May, 5 P.M.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "YATSHING"

will be despatched on or about May 5th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

VESSEL		
"GLENADE"	...	Due Hongkong 24th April.
"CARMARTHENSHIRE"	...	18th May.

HOMEWARDS.

VESSEL	LEAVES HONGKONG	DISCHARGES
"GLENIFFER"	29th April	GENOA, LONDON & ANTWERP.
"PROFESSOR"	12th May	LONDON.
"GLENADE"	25th May	GENOA, LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd: / The Royal Mail Steam Packet Co: / Owners of "Shire" Line:

Tel. No. 215, sub. ex 23.

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3844, 3843.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

122 No. 8, BUND, KOBE.

SHIPPING NEWS

ARRIVALS.

April 22nd.

Bourbon, French str., 997 tons, Capt. Feuillet, from Hongay, with a cargo of rice.—Thai Thuan.

Chuta Maru, Japanese str., 933 tons, Capt. Miyamoto, from Chingwantao, with a cargo of coal.—Dodwell & Co.

Hunan, British str., 1,228 tons, Capt. Byers, from Newchwang and Tsingtao, with a general cargo.—B. & S.

Wing Hang, Chinese str., 564 tons, Capt. Cordova, from Kwong Chow Wan, with a general cargo.—Fat Hing.

April 23rd.

Halvard, Norwegian str., 1,066 tons, Capt. Johannsen, from Keelung, with a cargo of coal.—Nemazee.

Hero, Norwegian str., 523 tons, Capt. Olsen, from Rajang, with a general cargo.—Thoresen & Co.

Hin Sang, British str., 1,885 tons, Capt. Skinner, from Sandakan, with a cargo of timber, etc.—J. M. & Co.

Nagata Maru, Japanese str., 312 tons, Capt. Takahashi, from Tamsui, with a cargo of oil.—Asiatic Petroleum Co.

Omi Maru, Japanese str., 291 tons, Capt. Noba, from Tamsui, with a cargo of coal.—Yuyiyama Tanko.

Shantung, British str., 1,584 tons, Capt. Monkman, from Shanghai, with a general cargo.—B. & S.

Sawa Maru, Japanese str., 10,927 tons (gross), Capt. Shimidzu, from Seattle, with a cargo of silver bullion, milk, wax, etc.—N. Y. K.

Teon, British str., 1,351 tons, Capt. McDonald, from Canton, with a general cargo.—B. & S.

Teikai Maru, Japanese str., 719 tons, Capt. Kawallata, from Keelung, with a cargo of coal.—O. S. K.

Tientsin, British str., 1,227 tons, Capt. Dillon, from Wuhu, with a cargo of rice.—B. & S.

Tokyoshi Maru, Japanese str., 1,327 tons, Capt. Kusuki, from Wakamatsu, with a cargo of coal.—M. B. K.

Tungshang, Chinese str., 768 tons, Capt. Cddon, from Shanghai, with a general cargo.—Kwang Hing.

CLEARANCES.

April 23rd.

Bourbon, for Canton.
Chuta Maru, for Canton.
Eritrea, for Haiphong.
Haidong, for Foochow.
Hunan, for Canton.
Katsuura Maru, for Haiphong.
Multan, for Shanghai.
Nam Wan, for Hoihow.
Tientsin, for Canton.
Shantung, for Canton.
Yuen Sang, for Manila.
Wa Sun, for Kwong Chow Wan.

PASSENGERS.

ARRIVALS.

Per s.s. *Sawa Maru*, on April 23rd:—Mr. and Mrs. G. K. Greig, Mrs. L. Q. Younglove, Miss B. K. Younglove, Mrs. J. S. Carter, Mr. and Mrs. G. S. B. Steward, Mr. W. H. Podesta, Miss V. Brown, Miss A. Brown, Mr. L. E. Burton, Mrs. O. L. Coward, Mr. and Mrs. L. C. Martin, Miss J. Q. Martin, Miss F. E. Martin, Miss E. Kauffmann, Mrs. F. E. Kaufmann, Miss C. Levang, Mrs. W. Hawlley, Mrs. J. G. Watson, Mr. H. Freeman, Mr. C. G. Weishrod, Mr. O. Thomessen, Mrs. C. M. White, Miss J. A. Gould, Mrs. E. A. Williamson, Miss C. Rice, Miss C. Sounberg, Mrs. O. J. Arnold, Mr. P. Bernedo, Mr. and Mrs. R. Denniston, Mr. and Mrs. W. D. Rissman, Dr. C. Chikiamco, Mr. and Mrs. R. E. Wykeham, Miss E. H. Lorenz, Miss S. Hexley, Mr. L. A. Kennedy, Mr. W. R. D. Clifton, Mr. D. W. Bolbridge, Mr. W. Augustin, Miss F. M. Gutierretz, Miss C. Gutierretz, Miss E. E. Sissons, Major A. P. Shirley, Mr. and Mrs. S. Kyburg, Mr. L. C. Copeovits, Mr. J. P. Buensuceso, Mr. J. Reich, Mr. L. G. Rowe, Mr. J. F. Zamoza, Mr. M. R. Revilla, Mr. F. S. Chunheng, Mr. and Mrs. F. J. Higham, Mr. W. Allen, Mr. A. A. Reinking, Mr. J. Albeno, Mr. V. Morgan, Capt. L. B. Robinson, Lieut.-Commander Lawhead, Mr. M. Vlaveanos, Mr. W. E. Haigreaves, Mr. C. E. Rosworth, Mr. M. B. McIntosh, Mrs. R. H. Austin, Mrs. S. E. Young, Mrs. K. Wada, Mr. A. Raguiza, Mr. H. Kokines, Mr. G. Kastros, Mrs. E. Guajon, Mr. A. Domingo and Miss J. Domingo.

DEPARTURES.

Per s.s. *Rhesus*, on April 23rd:—Mr. G. T. M. Edkins, Mr. and Mrs. W. A. Willis, Mr. R. V. Cameron, Mr. W. R. Oswald, Mr. T. B. Tennent, Mr. Sligh, Mr. Blackadder, Mr. C. H. Tricker, Mr. W. King, Mr. Jackson, Mr. Theodore, Capt. McGarity, Mr. A. Lovland, Mr. H. Dalgleish, Mr. A. Kerr, Mr. D. M. Neilsen, Mr. H. Abrahams, Mr. G. R. France, Mr. C. Deng, and Mr. Skimin.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kitano Maru* (European line) left Singapore for this port on April 21st, and is expected here on April 26th.

The N.Y.K. s.s. *Kimi Maru* (Bombay line) left Moji for this port on April 22nd, and is expected here on April 27th.

The N.Y.K. s.s. *Tamba Maru* (European line) left Kobe for this port *vid* Moji and Shanghai on April 20th, and is expected here on April 29th.

The N.Y.K. s.s. "*Toyohashi*" *Maru* (American line) left Kobe for this port *vid* Moji and Shanghai on April 21st, and is expected here on April 30th.

Telegraphic advice has been received that the s.s. *West Inskip* left Manila on the 23rd inst. and is due here on Monday, the 26th inst.

WEATHER REPORT

April 23rd, at 12.20.—No returns from Japan, Vladivostock Tomsne and Cape St. James.

Pressure sharp and slight; the anti-cyclone appears to be practically stationary.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 9.06 inches, against an average of 10.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Cap Rock	N.E. winds, fresh; fair.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

APRIL 23RD, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	8 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.02	50	38	SSW	4	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Chungshin	"	—	—	—	—	—	—
Shanghai	"	30.16	45	86	ESE	2	b
Gutzlaff	"	30.12	67	91	SE	2	b
Sharp Peak	7 a.	29.97	60	88	N	2	o
Amoy	6 a.	30.01	62	72	N	1	o
Swatow	"	29.96	62	87	ENE	2	o
Taihoku	"	29.98	64	80	E	4	o
Taichu	"	29.93	68	—	—	0	r
Tainan	"	29.92	68	—	NNE	2	o
Koshun	"	29.92	72	—	NE	1	o
Pescadores	"	29.91	68	—	ENE	6	o
Canton	"	28.93	64	89	E	4	o
Hongkong	"	29.90	67	82	E	3	o
Gap Rock	"	29.87	—	—	E	5	o
Macao	"	29.87	66	87	ESE	3	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.80	75	89	SSE	4	of
Tourane	"	—	—	—	—	—	—
Cape St. James	"	—	—	—	—	—	—
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	29.80	72	91	E	1	b
Legaspi	"	29.80	81	84	NNE	2	c
Tacloban	"	29.79	77	92	—	0	b
Iloilo	"	29.79	75	91	N	4	o
Surigao	"	—	—	—	—	—	—
Guani	4 p.	29.81	—	—	NNE	2	o
Labuan	6 a.	29.71	81	91	SW	2	b

T. E. CLAXTON, *Director*.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, is degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t teaths and hundreds.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. 3rd Sunday after Easter, April 25th, 1920. Holy Communion (7.30 a.m.) Matins (11 a.m. Responses, Ferial; Venite Ouseley; Psalms, 128, 127 (Turle); Te Deum, Russell, Jones, Tye; Benedictus, Troutbeck; Hymns, 12, 499. *N.B.*—Psalm 126 verses 1, 2 and 7 in unison; Psalm 127, verses 1, 2, G. P. in unison; Hymn 125 verses 1, 3, and 5 in unison; Hymn 499 verses 1, 6 and 8 in unison. Evensong (6 p.m.) Responses, Ferial; Psalms, 81 (Hiles, Kelway), 84 (Heywood); Magnificat, Havergal (7th evening); Nunc Dimittis, Barnby; Anthem "O Saviour of the world, Gross"; Hymns, 138 136. *N.B.*—Psalm 81, verses 1, 9, 12, and 14 in unison; Psalm 84, verses 1, 4, 8 and 13 in unison; Hymn 138 verses 1 and 3 in unison; Hymn 136, verses 1, 4 and 6 in unison.

ST. ANDREW'S CHURCH, Kowloon. 3rd Sunday after Easter, April 25th, 1920. Morning Prayer at 11 a.m. Holy Communion Hymn. 574; Venite, (25th morning), Ouseley; Psalms, 124 Purcell—290, 125 Troutbeck 286, 126 Turle—287; Te Deum, Alternative Chants 3rd Setting; Jubilate Rev. Hayes; Hymns, 315, 451. Evening Prayer at 6 p.m. Holy Communion. Hymn, 565; Psalms, 81—Hiles and Kelway 169 84 Heywood 172; Magnificat, Crotch 299; Nunc Dimittis, Tonus Peregrinus 249; Hymns, 92—Tune "Sandon," 480—Tune 298 A and Modern; Vesper Hymn, 141, 1st and last verses. *Notice.*—Choir Practice, Tuesday and Friday, at 6 p.m. sharp.

UNION CHURCH, Kennedy Road. Sunday Services, April 25th. Morning Service at 11 a.m. Psalm 121; Hymns, 377, 592, 510, 438; Subject, "Seven Years' Impressions of Hongkong." Evening Service at 6 p.m. Hymns, 380, 220, 243, 599. Preacher, Rev. J. Kira Meconachie.

ST. PETER'S CHURCH, West Point. 3rd Sunday after Easter (S. Mark's Day), April 25th 1920. Holy Communion at 8 a.m. Matins at 11 a.m. Preacher, Rev. W. H. Hewitt.

WESLEYAN CHURCH, Wanchai. Sunday, April 25th. Morning Service at 10.15 a.m. Preacher, Rev. C. C. Marris. Evening Service at 6 p.m. Sunday School, Anniversary Speakers, Lieut. Bryant and Rev. C. C. Marris. Soloist, Mrs. R. A. Brown.

FIRST CHURCH OF CHRIST, SCIENTIST, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

FOR EUROPE AND AMERICA, of the INDIA, AUSTRALIA, &c., A Comprehensive and Complete Record NEWS OF THE FAR EAST. Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, $12 per annum. Postage The World.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK via PANAMA & HAVANA	Lucerie	Brit.	The Bank Line, Limited	On 29th inst.
NEW YORK via PANAMA CANAL	Bolton Castle	Brit.	Dodwell & Co., Ltd.	Middle of May.
NEW YORK, HAVANA via JAPAN PORTS & S. F'co	Tsuyama Maru	Jap.	Nippon Yusen Kaisha	On 5th May.
NEW YORK & BOSTON	Dryden	Am.	The Admiral Pacific S.S. Co.	About 10th May.
NEW YORK via PANAMA	City of Colombo	Brit	The Bank Line, Ltd.	On 13th May.
NEW YORK via SUEZ CANAL	Persian Prince	Am.	Shewan, Tomes & Co.	2nd half May.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Korea Maru	Jap	Toyo Kisen Kaisha	On 3rd May.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 19th May.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 15th May.
SAN FRANCISCO via USUAL PORTS OF CALL	Venezuela	Am.	Pacific Mail S.S. Co.	On 13th May.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 27th May.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Toyooka Maru	Jap.	Nippon Yusen Kaisha	On 27th May.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	West Jappa	Am.	Frank Waterhouse & Co.	About 1st May.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	West Hartland	Am.	The Admiral Line Pacific S.S. Co.	About 1st May.
PORTLAND	Conxet	Am.	The Admiral Line Pacific S.S. Co.	About 2nd May.
SEATTLE & VICTORIA via KEELUNG, SHANGHAI, &c.	Suwa Maru	Jap.	Nippon Yusen Kaisha	On 2nd May, at 11 A.M.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 6th May.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 8th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 22nd May.
MARSEILLES via HOIPHONG, SAIGON, S'PORE &c.	Andre Lebon	Fren.	Messageries Maritimes	About 16th inst.
MARSEILLES & LONDON via S'PORE, P'ANG &c.	Nore	Brit.	P. & O.-B. I. & A. L.	About 8th May.
GENOA & LONDON	Glenieffer	Brit.	Jardine, Matheson & Co., Ltd	On 29th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th inst., at Noon.
LONDON & ANTWERP	Havana Maru	Jap.	Osaka Shosen Kaisha	On 4th May.
LONDON & ROTTERDAM	Kazembe	Brit	The Bank Line, Ltd.	On 20th May.
LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c.	Wakasa Maru	Jap.	Nippon Yusen Kaisha	On 3rd May.
BOMBAY & COLOMBO via SINGAPORE	Kimi Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
BOMBAY & COLOMBO	Siam Maru	Jap.	Osaka Shosen Kaisha	On 11th May.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O.-B. I. & A. L.	About 14th May.
SINGAPORE, PENANG, C'BO, ADEN, P. S. & TRIESTE	Innsbruck	Brit.	Dodwell & Co., Ltd.	About 27th inst.
SINGAPORE, PENANG & BELEWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	On 7th May.
STRAITS & CALCUTTA	Yatshing	Brit.	Jardine, Matheson & Co., Ltd.	On 5th May, at 3 P.M.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Yamagata Maru	Jap.	Nippon Yusen Kaisha	On 2nd May
CALCUTTA via STRAITS & RANGOON	Gregory Apcar	Brit.	P. & O.-B. I. & A. L.	About 27th inst.
SANDAKAN	Chunsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th May, at Noon
LOS ANGELES, CALFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 17th May.
AUSTRALIAN PORTS via MANILA	Victoria	Chi.	The China & Australia S.S. Co.	About 5th May.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap	Nippon Yusen Kaisha	On 30th inst., at 11 A.M.
AUSTRALIAN PORTS via SANDAKAN	St. Albans	Brit.	P. & O.-B. I. & A. L.	About 1st May.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 24th May
SYDNEY & MELBORNE	Mitsuki Maru	Jap.	Osaka Shosen Kaisha	On 17th May.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Panama Maru	Jap.	Osaka Shosen Kaisha	On 23th May.
VAL PARAISO via JAPAN, HONOLULU, SAN F'CISCO &c	Seiyo Maru	Jap.	Toyo Kisen Kaisha	On 7th May.
NAGASAKI, KOBE & YOKOHAMA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 22nd May at 11 A.M.
KOBE	Loisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th May, at 5 P.M.
TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 1st May at Noon.
TIENTSIN	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 1st May at D'light
SHANGHAI & TSINGTAU	Tean	Brit	Butterfield & Swire	On 24th inst., at 4 P.M.
SHANGHAI via SWATOW	Hopsang	Brit.	Jardine Matheson & Co., Ltd.	On 25th inst. at D'light.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 29th inst at Noon
SHANGHAI & KOBE	Ovara	Brit.	P. & O. B. I. & A. L.	About 28th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 27th inst., at 11 A.M.
SHANGHAI	Kwangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst, at D'light.
SHANGHAI, KOBE & YOKOHAMA	Cordillere	Fren.	Messageries Maritime	About 1st May
AMOY SHANGHAI	Tjiliwong	Dut.	Java-China-Japan Lijn	About 3rd May.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co	On 27th inst., at 3 P.M.
SWATOW & BANGKOK	Chinhua	Brit.	Butterfield & Swire	On 27th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 30th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Morialta	Brit.	Douglas Lapraik & Co.	On 4th May, at 2 P.M.
KEELUNG via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
TAKAO via SWATOW & AMOY	Soshu Maru	Jap	Osaka Shosen Kaisha	On 6th May.
HAIPHONG via HOIHOW	Taksang	Brit.	Jardine, Matheson & Co., Ltd	On 4th May, at 8 A.M.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 30th inst, at 3 P.M.
MANILA, CEBU & ILOILO	Taming	Brit.	Butterfield & Swire	On 4th May, at 4 P.M.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 2nd May
JAVA	Samarang Maru	Brit	Dodwell & Co., Ltd.	About 25th inst.
JAVA	Tjipanas	Dut.	Java-China-Japan Lijn	About 3rd May.

CPOS

SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DR. VANCOUVER
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
*Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

Passages Fares Hongkong to United Kingdom.
EMPRESS of RUSSIA 16,850 Tons Reg. / EMPRESS OF ASIA 16,850 Tons Reg. — Gold $553
EMPRESS OF JAPAN 6,000 Tons Reg. / MONTEAGLE 6,163 Tons Reg. — Gold $485
Fares & Sailings Subject to change without notice.

Fares and other information please apply HONGKONG OFFICE,
Telephone 752. Cable address: CACANPAC.
CANADIAN PACIFIC OCEAN SERVICES

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP
"VAN WAERWYCK"
will be despatched on May 7th
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Telephone No. 1574 Agents.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
SUWA MARU ... Sunday, 2nd May, at 11 a.m.
TOYOHASHI MARU (calling Manila) ... Wednesday, 5th May, at 11 a.m.
KASHIMA MARU (calling Manila) ... Saturday, 22nd May, at 11 a.m.
FUSHIMI MARU ... Tuesday, 15th June, at a.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.
YOKOHAMA MARU ... Sunday, 25th April, at Noon.
TAMBA MARU ... Friday, 30th April at Noon.
MISHIMA MARU ... Friday, 14th May, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
TOYOOKA MARU ... Thursday, 27th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
WAKASA MARU (calling Genoa) ... Monday, 3rd May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Friday, 30th April, at 11 a.m.
AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
TSUYAMA MARU ... Wednesday, 5th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.
FUJI MARU (omiting Colombo) ... Wednesday, 28th April.
TENSHIN MARU ... Monday, 10th May.

CALCUTTA & RANGOON via Singapore & Penang.
YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU ... Tuesday, 27th April, at 11 a.m.
TENSHO MARU ... Friday, 30th April.
TOTOMI MARU ... Tuesday, 4th May.
YETOROFU MARU ... Tuesday, 4th May.
INABA MARU ... Thursday, 20th May, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293 TASUDA, Manager.

THE CHINA & AUSTRALIA S.S. CO.

FOR MELBOURNE & SYDNEY, VIA MANILA, SANDAKAN & QUEENSLAND PORTS

"VICTORIA" ... 5th May.

For Passage and Freight apply to—THE CHINA & AUSTRALIA S.S. CO., Agents, 112, Connaught Road Central.

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SOUNDING MACHINES.
ENGINE INDICATORS
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AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

S.S. "LUCERIC" April 29th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

&

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "KAZEMBE 20th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co. Canton.

33

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
NEWCHWANG	"FOOCHOW"	On 24th April, 2 P.M.
SHANGHAI & TSINGTAO	"TEAN"	On 24th April, 4 P.M.
SWATOW and BANGKOK	"CHINHUA" ...	On 27th April, 10 A.M.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	On 27th April, 4 P.M.
SHANGHAI	"SINKIANG" ...	On 29th April, Noon.
TIENTSIN	"KUIECHOW" ...	On 1st May, Noon.
SHANGHAI and TSINGTAO	YINGCHOW	On 1st May, 4 P.M.
MANILA, CEBU & ILOILO	TAMING"	On 4th May, 4 P.M.
AMOY, SHANGHAI & PUKOW	"ICHANG"	On 4th May, 4 P.M.

☛ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	TUESDAY,	27th Apr., at 1 P.M.
"HAICHING"	Capt. A. H. Stewart	FRIDAY	30th Apr., at 2 P.M.
"MORIALTA" (Hailoong)	Capt. Ed. Walker	TUESDAY,	4th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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(ELLERMAN & BUCKNALL S.S. CO., LTD).

Sailings from Hongkong.

"CITY OF COLOMBO" ...	... via Suez	13th May.
"EURYMACHUS"	... via Panama	25th May.
"HOWICK HALL"	... via Suez	27th May.
"TELEMACHUS"	... via Panama	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

114

P. & O. - BRITISH INDIA.
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AUSTRALIAN LINES

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA (INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
* "NORE"	6,700	8th May.	MARSEILLES LIVERPOOL & ANTWERP.
"DUNERA"	5,400	12th May.	Singapore, Colombo & Bombay.
* "NOVARA"	7,000	22nd May.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	27th April	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" †	4,500	1st May	Sandakan, Thursday Island Queensland Ports and Sydney, Melbourne.
"EASTERN"	4,000	19th May	

SAILINGS TO SHANGHAI & JAPAN

"NOVARA"	7,000	28th April	Shanghai & Japan.
"DUNERA"	5,400	30th April	Shanghai.

* CALLS AT ANTWERP † CALLS MANILA.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ft x 1½ft x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

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"WEST HARTLAND"	About May	1st.
"EDMORE"	About May	3rd.
"ICONIUM"	About May	25th.
"CROSSKEYS"	About June	8th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"COAXET"	About May	2nd.
"WABAN"	About May	15th.
"MONTAGUE"	About June	10th.
"ABERCOS"	About June	30th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

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FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons. 10,750 tons. 11,000 tons.

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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
June 2nd.	May 19th.	May 15th.

An unsurpassed high-class passenger service.

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SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	... May 3rd.
TENYO MARU	22,000	... May 27th.
SIBERIA MARU	20,000	... June 13th. (from Yokohama)
SHINYO MARU	2,2000	... June 17th
PERSIA MARU	9,000	... July 5th

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.]

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 7th.
KIYO MARU	17,200	... July 12th.
ANYO MARU	18,500	... Sept. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

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Steamer	Leaves Hongkong.
CHOYO MARU	APRIL or MAY.

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Telephone 2374 and 2375.

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FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE" ...10,000	... On or about 1st May.
	"PORTHOS" 20,000	... On or about 15th May.
	"AMAZONE" 10,000	... On or about 8th June.
SHANGHAI (Only) ...		
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	* "ANDRE LEBON" 20,000...	On or about 28th April
	"ARMAND BEHIC" 10,000...	On or about 11th May.
	* calling at Haiphong	
Cargo boat for EUROPE to call at MARSEILLES, and if sufficient inducement offers, GENOA, HAVRE, DUNKIRK, ANTWERP ROTTERDAM	"COMMANDANT MAGES"	On or about 24th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY —

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

* "HAVANA MARU"	Tuesday,	4th May.
* "HAVRE MARU"	Tuesday,	8th June.

* Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU"	Friday, 28th May.
"TACOMA MARU"	Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU"	Tuesday, 11th May.
"LUZON MARU"	Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHISEN MARU"	Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU"	Monday, 10th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU"	Saturday,	22nd May.
"CHICAGO MARU"	Saturday,	5th June.

both call at Shanghai

JAPAN PORTS—Moji, Kobe Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU"	Sunday, 25th April.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU"	Thursday,	6th May

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

21

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	19th May	24th May
	SAILING SUBJECT TO ALTERATION.	

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

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POST OFFICE NOTICE.

INWARD MAILS.

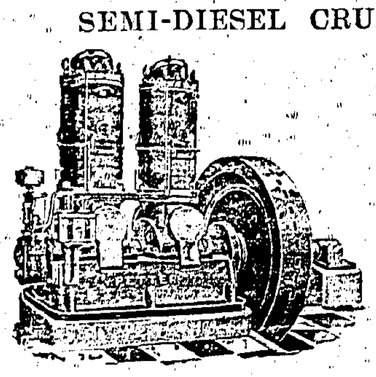
From	Per	Due.
Shanghai and Japan	*Yokohama Maru*	24th April.
Shanghai	*Sinkuing* ...	26th April.
Europe (via Negapatam)	*Kitano Maru* ...	26th April.
Manila	*West Inskip* ...	26th April.
Japan	*Kimi Maru* ...	27th April.
Australia, Manila and Sandakan ...	*Victoria* ...	28th April.
Straits and Calcutta	*Tenho Maru* ...	29th April.
Japan...	*Tamba Maru* ...	29th April.
Shanghai and Japan	*Toyohasaki Maru* ...	30th April.
Japan	*Seiyo Maru*... ...	1st May.
Bombay	*Totomi Maru* ...	3rd May.
Straits and Calcutta	*Yetorofu Maru* ...	3rd May.
Straits and Calcutta	*Toyo Maru* ...	5th May.

OUTWARD MAILS.

For	Per	Date	
Haiphong	*Chong Yu*...	Saturday, 24th,	8.00 A M
Java and Port Moresby via Batavia	*Samarang Maru*	Saturday, 24th,	9.00 A M
Foochow	*Foo Lee*	Saturday, 24th,	10.00 A M
Fort Bayard	*Wing Hang* ...	Saturday, 24th,	10.00 A M
Fremantle and Perth	*Chefoo*	Saturday, 24th,	3.00 P M
Shanghai and North China	*Tean*	Saturday, 24th,	3.00 P M
Shanghai, and North China	*Hopsang*	Saturday, 24th,	5.00 P M
*Formosa via Kee'ung —	*Teikoku Maru* ...	Saturday, 24th,	5.00 P M
*Formosa via Takao	*Toya-aki Maru*	Sunday, 25th,	9.00 A M
Saigon	*Firusing* ...	Sunday, 25th	9.00 A M
Swatow, Amoy & Formosa via Keelung	*Amakusa Maru*	Sunday, 25th,	9.00 A M
Saigon & Java & Port Moresby via Batavia	*Tjilatjap*	Sunday, 25th,	9.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Yokohama Maru*	Sunday, 25th, Registration ... Letters	9.00 A M 9.00 A M
Philippine Is., Sandakan, Australia and New Zealand via Port Darwin ...	*Hualo Ping*	Monday, 26th. Registration... Letters ...	12.45 P M 1.30 P M
*Swatow and *Bangkok	*Chowhua* ...	Tuesday, 27th	9.00 A M
Shanghai, North China & Japan via Kobe	*Kitano Maru* ...	Tuesday, 27th,	10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via SUEZ The Parcel Mail will be closed on Monday, April 26th, at 5 p.m.—	*Meitor* ...	Tuesday, 27th. Registration ... Letters ...	9.45 A M 10.30 A M
Swatow, Amoy, and Foochow	*Hai Hong* ...	Tuesday, 27th,	Noon
Amoy, *Shanghai and *North China ...	*Shantung*... ...	Tuesday, 27th,	3.00 P M
Shanghai, N. China and Japan via Moji ...	*Novara*	Wednesday, 28th,	9.00 A M
Shanghai and North China	*Sinkiang* ...	Thursday, 29th,	11.00 A M
Philippine Islands, Australia and New Zealand via Thursday Island ...	*Nikko Maru* ...	Friday, 30th, Registration ... Letters ...	8.45 A M 9.30 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India, via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Tamba Maru*	Friday, 30th, Registration Letters	9.45 A M 10.30 A M
Swatow, Amoy, and Foochow	*Haicheng* ...	Friday, 30th	1.00 P M
Philippine Islands	*Loongsang* ...	Friday, 30th,	2.00 P M
		—: MAY :—	
Tientsin	*Kweichow* ...	Saturday, 1st,	11.00 A M
Shanghai and North China	*Yingchow* ...	Saturday, 1st,	3.00 P M
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America, and *EUROPE via VICTORIA, B.C. ...	*Suwa Maru* ...	Sunday, 2nd, Registration Letters ...	9.00 A M 9.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Tuesday, 4th,	1.00 P M
Amoy, *Shanghai and *North China ...	*Ichang* ...	Tuesday, 4th,	3.00 P M
Philippine Islands	*Taming* ...	Tuesday, 4th,	3.00 P M

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20

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613

COMMERCIAL.

OPENING QUOTATIONS.

April 23rd.

On London.—	
Telegraphic Transfer ...	4/10
Bank Bills, on demand ...	4/10
Bank Bills, at 3 days sight ...	4/10
Bank Bills, at 4 months' sight ...	4/10
Credits, at 4 months' sight ...	5/-
Documentary Bills 4 months' sight	5/-
On Paris.	
Bank Bills, on demand	
Credits, 4 months' sight	1515
On New York.—	
Bank Bills on demand ...	98
Credits, at 60 days' sight ...	97
On Bombay.—	
Telegraphic Transfer ...	210
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	210
Bank Bills, on demand	nom.
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama.—On demand ...	196
On Manila.—On demand—Pesos ...	196
On Singapore.—On demand	209
On Batavia.—On demand	239
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	437
Sovereigns, Bank's Buying rate ..	$ 4.05
Gold Leaf 100 fine, per tael	$29.60
Bar Silver per oz.	68¾d.

Subsidiary Coins.

	Per cent.	
Hongkong...20 cents piece—	$0.00	Discount
Hongkong...10 " ...	0.55	"
Canton ...20 " ...	4.00	"
Canton ...10 " ...	0.00	Premium

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N. J. STABB.
Chief Manager.

Hongkong, November 2nd, 1919. 9

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Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,030,000

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TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tairan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

Hongkong Branch,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [42

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London, E.C. 3.

Capital Authorised & Subscribed	£1,500,000
Paid-up	750,000
Reserve Fund & Rest	785,700
Reserve Liability of shareholders	750,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Acting Manager.

7, Queen's Road Central,
Hongkong, December 12th, 1919. [44

ALWAYS ASK FOR IT



The Standard Tobacco.

"CAPSTAN"

For Flavour. NAVY CUT For Quality.

IN MILD, MEDIUM AND FULL STRENGTHS.

FROM ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorized Capital ...	F. 250,000,000
Subscribed Capital ...	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 25,000,000
Chairman of the Board of Directors ...	André Berthelot
General Manager ...	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, March 6th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.
Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920 [109

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital ...	$60,000,000.00
Paid-up Capital ...	12,979,800.00
Reserve Funds ...	3,197,400.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEI,
Manager.

Hongkong, February 6th, 1920. 84

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. 52

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [99

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	1,500,000
Silver	3,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. Par —Chairman.
A. H. Compton, Esq.—Deputy Chairman.
G. M. Colwell, Esq. — Hon. Mr. J. Johnstone.
G. T. M. Edkins, Esq. — A. O. Lang, Esq.
A. S. Gubbay, Esq. — W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak — J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Managers:
Shanghai—A. G. Stephen, Esq.

London Bankers:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STABB,
Chief Manager.

H April 15th, 1920

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	" 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers:
FRANCE: Comptoir Nationa d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial Union Bank of England Ltd Comptoir National d'Escompte Paris Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919 76

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